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PEDESTRIANS' DUTY.

WHAT IS DUE TO THE MOTORIST.

Considerable difficulty is experienced by Chinese witnesses in making the declaration prior to giving evidence in the courts, and this is often attributed to the ignorance of the lower classes.

A young girl, 17 years old, caused amusement at the Kowloon Magistrate's Court yesterday afternoon, when she declared, in response to the Coroner, that she did not understand what an oath meant, nor could she differentiate between what was the truth and what was not.

The witness appeared before Mr. J. H. B. Nicholl to give evidence at the resumed enquiry into the circumstances of the death of an elderly woman who was knocked down by a motor lorry in Nathan Road, on the afternoon of October 11.

The girl was requested to take the oath, repeating each syllable after the interpreter, but she merely looked blankly at the Court official and mumbled incoherently to herself.

Noticing that the witness could not understand what she was required to do, the Coroner asked her if she knew the meaning of the oath, and the girl said no.

Meaning of an Oath.
The Coroner: Can you tell the difference between the truth and a lie?—No.

The Coroner: Do you know what a lie is?—No. I do not tell lies.

The Coroner: You won't tell lies? Well, I shall have to take your evidence unsworn.

A note was made on the depositions that the witness could not understand the oath and her evidence was taken without her having been sworn.

She said that she saw the lorry knock down the woman, who, after falling, attempted to rise, but was run over by the rear wheel of the vehicle.

The evidence of the coolies on the lorry was that the vehicle was travelling "fairly slow." The deceased was knocked down by the left side of the body of the lorry.

The driver suggested that the woman be taken to the Police Station, but she was unable to move. Police whistles were then blown by the driver and two European sergeants arrived.

Prior to the driver giving his story, the Coroner informed him that he had the option of not going into the box should he be afraid of any subsequent proceedings which might be taken against him.

Driver's Evidence.
The driver in his evidence said that he had turned into Nathan Road from Saloon Street and was proceeding along the main road when the coolies on board shouted to him to stop. On alighting he saw the woman sitting on the side of the road.

When questioned, the driver said that he rounded the corner in third gear. After taking the corner he was travelling from four to five miles an hour. He did not see the deceased before the accident and was not aware that anything was amiss until the coolies told him to stop.

Addressing the jury the Coroner said that they would not have any difficulty in arriving at the cause of the unfortunate woman's death. With regard to the question of blame, it was a little unfortunate that the only evidence of eye witnesses was that given by a small girl and boy.

The jury would have to accept their testimony—and he knew they would after having seen them in the box—with a certain degree of caution. There was the evidence of Mr. Dodd, but he was in Saloon Street talking to a friend. He stated that the lorry was first travelling at a speed of over 15 miles per hour but that it reduced its pace to half that speed in turning the corner.

The Expert's Evidence.
The Police mechanic had stated that the brakes were in good order and that the vehicle could be pulled up in a very short distance. Mr. Dodd said that he heard no horn, while the driver said he sounded

his horn twice. The former was talking to a friend and that particular locality was a noisy and busy corner.

The expert witness had estimated—and these estimates were very rough—the speed of the lorry at about ten miles an hour, when the accident occurred.

Drivers of lorries which are involved in accidents were always rather prone—and it was probably only natural—to under-estimate their speed.

The driver seemed to have done all he could after the accident.

Question of Law.
The Coroner said that he did not think he need go into the question of law to any great depth. It was the duty of the driver to exercise great care and to have regard for the other users of the highway.

Continuing, the Coroner said that although it had not been said before, and he was unable to refer the jury to any authorities, he thought they would agree with him, as a matter of common sense, that if the driver owed a duty to the pedestrian, the pedestrian owed a duty to the driver as well. In the event of an accident the driver was held responsible and might find himself in a grave and serious position if negligence was proved against him.

Misadventure.
On the other hand, the jury would agree that the pedestrian owed a duty to the driver, whenever crossing the road. The pedestrian was a user of the highway like the motorist, and it was incumbent upon him to do all he could to avoid collisions.

The jury were required to answer three questions in binding in their verdict. They were asked:

(1) Did the deceased meet her death as the result of being run over by the motor lorry?

(2) Do you consider the driver was at fault?

(3) If so, do you consider that the fault showed a disregard to the other users of the highway?

In returning a verdict of "Death by misadventure" and exonerating

GARDEN PARTY.

CHINESE COUNCILLORS AS HOSTS.

The popular Chinese amusement centre, Lee Garden, at East Point, was the scene of a large gathering yesterday, when a garden party was held.

The hosts were Hon. Sir Shouson and Lady Chow and Hon. Dr. and Mrs. R. H. Kotewall, the two Chinese members of the Legislative Council.

The guests numbered over 600 and were representative of the Chinese and foreign communities. His Excellency the Governor and Lady Clementi were present, also members of the Councils, heads of departments and prominent business men.

The party was timed for 3.30. Dr. Kotewall met the guests at the outer entrance and Sir Shouson Chow received them at the pavilion. His Excellency and Lady Clementi and children arrived at 3.45 accompanied by Capt. Stottle, A.D.C. The party was conducted to the balcony, facing which a stage had been erected for the entertainment that formed part of the programme. Acrobatics, and a very clever exhibition of sleight of hand, by a northern troupe, were keenly enjoyed.

Refreshments were lavishly provided. Messrs. Lane Crawford catering and a pleasant afternoon was spent in and about the attractively furnished pavilion. Afterwards the party dispersed to view the garden with their quaint rockeries and toy grottoes and bridges, the function ending at 5.30 p.m.

the driver from blame, the answers to the three questions were (1) Yes. (2) No. (3) No.

The charge of manslaughter which was pending against the driver was then withdrawn by the Police.

NOURISHMENT in the form Baby can digest



THE ceremonial laying of a Foundation Stone is symbolic of the tremendous importance attaching to a sound beginning. The entire structure depends on the foundation. Wisdom calls a blessing on a work so well begun.

The same principle applies in building a little body. In the first year of life you are laying the foundation for future health and happiness—for future prosperity even, since the race is ever to the strong. Let your baby's food be the finest you can procure. Will it nourish him? Can he digest it? Does it make for hardiness and strength? Is the foundation a happy augury for future health?

The 'Allenburys' System of Infant Feeding answers all these questions satisfactorily. The secret lies in the progressive grading of the Foods: No. 1 from birth to three months—No. 2 from three to six months—Malted Food No. 3 onwards. Investigate for your own satisfaction.

Write for Booklet and Free Sample tin. Baby's digestion readily assimilates the 'Allenburys' Food graded to his age. As proof we offer free a 1/4 lb. tin of Food so that you may judge for yourself. Write for it today, being careful to mention Baby's age and this paper. We will send at the same time the 'Allenburys' Book 'Infant Feeding and Management'—120 pages of practical information and guidance for Baby's health and comfort.

Allen & Hanburys, Ltd.

40 Cannon Road, Shanghai.

'Allenburys'
Progressive System of Infant Feeding



HONGKONG HOTEL ROOF GARDEN

CARNIVAL DINNER DANCE

SATURDAY, 13th November, 1926.

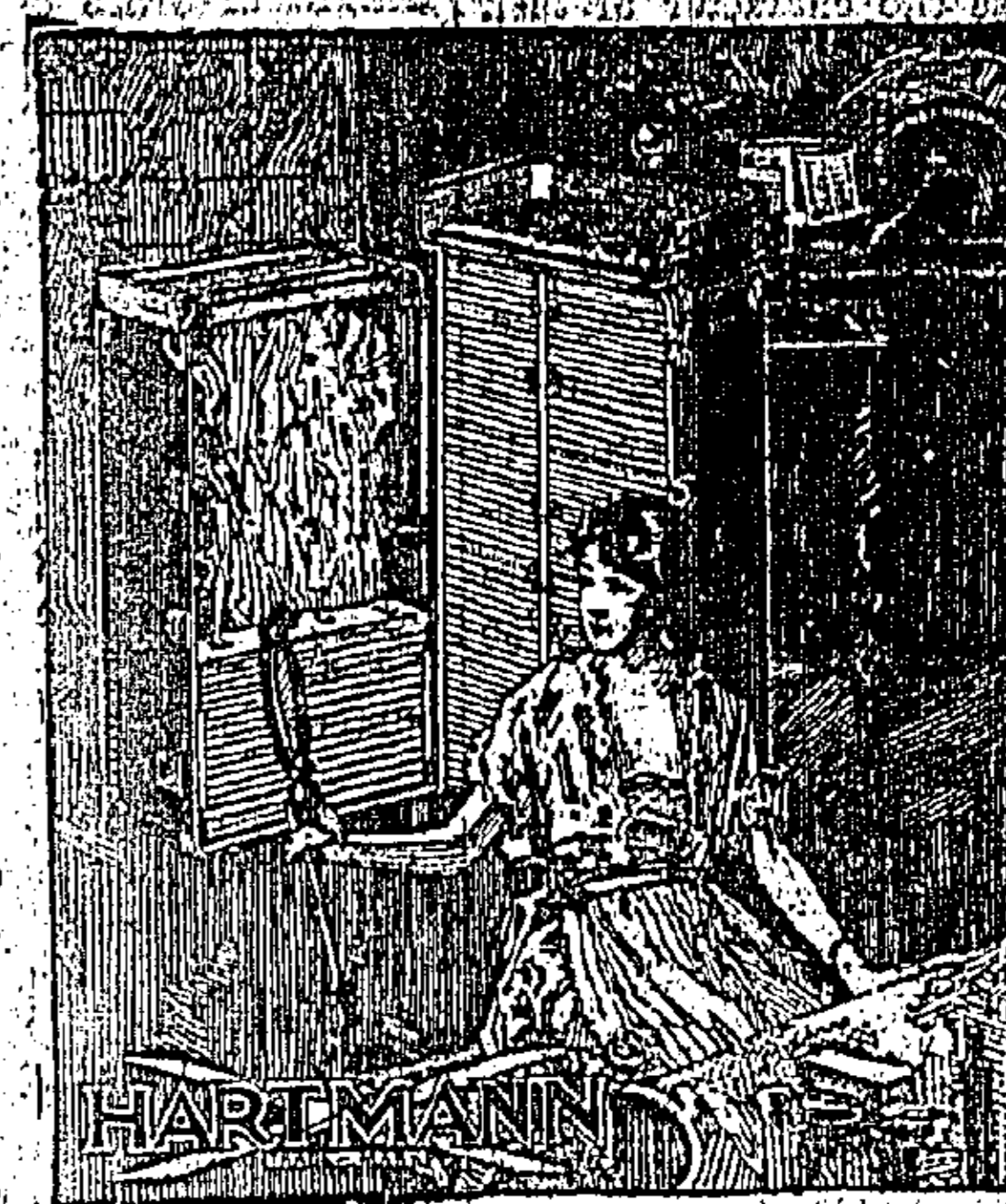
DINNER \$4.00 per head.

(FANCY OR EVENING DRESS)

Tables may now be booked at the Hong Kong Hotel, Telephone C. 2581.

THE HONGKONG AND SHANGHAI HOTELS, LTD.

WARDROBE TRUNK



Constructed for maximum strength in every detail.

New Shipment Just Arrived.

THE SINCERE CO., LTD.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.

"RICKSHAW" BRAND CEYLON TEA

Cheapest and Best

From all leading Comprodores.

PRICE \$1.00 CENTS PER LB.

Be Guided by the Quality—Not the Price.



Teething troubles

Because SCOTT'S Emulsion contains 44% of pure cod-liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION.

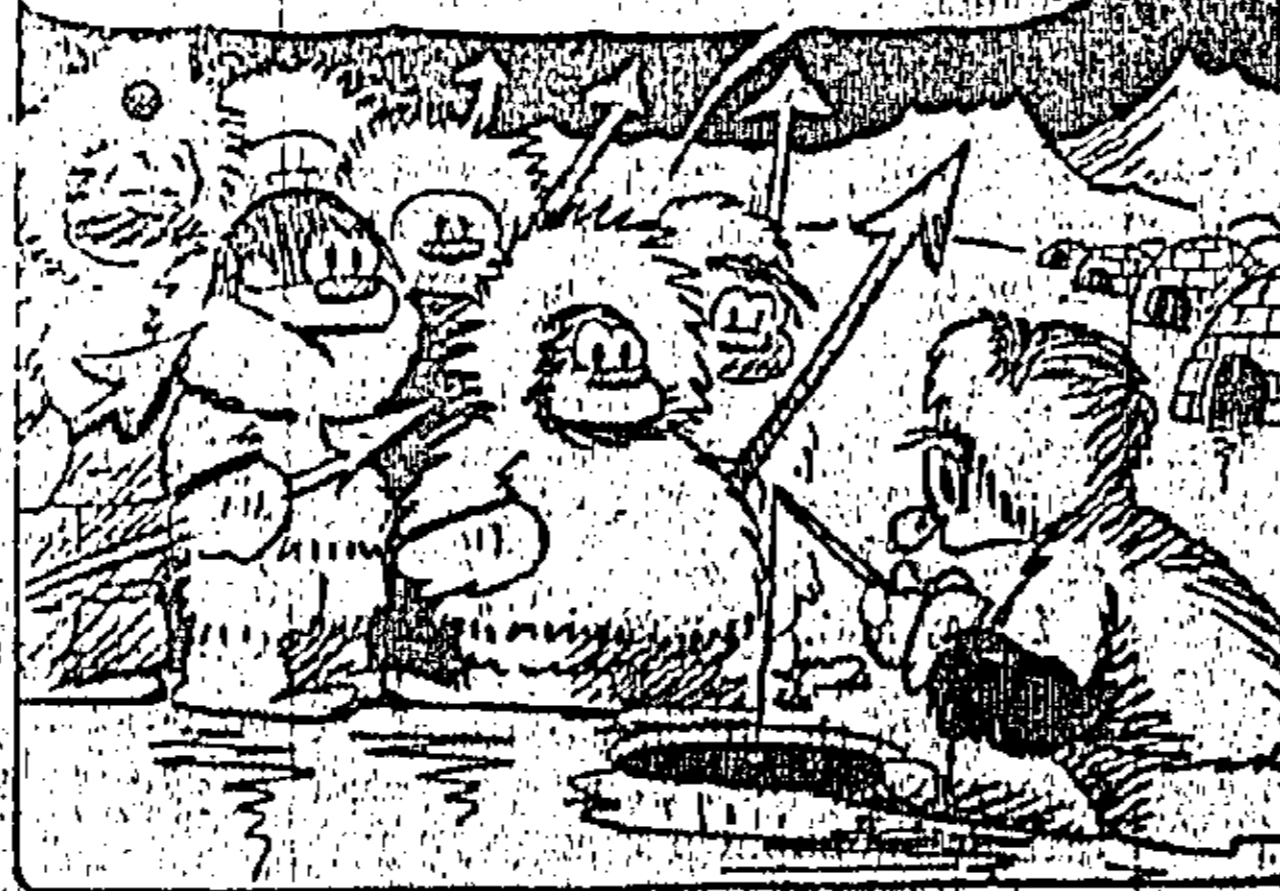


SALESMAN SAM

The Seals Are Safe

By Swan

YOU'RE WASTING YOUR TIME FISHING TODAY, SAM—THE ESKIMOS SAY THE FISH AREN'T BITING THIS TIME OF THE YEAR—WE'RE ALL GOING SEAL-HUNTING.



OOP



HEY!—LOOK WHAT I JUST CAUGHT ON THE END OF MY LINE.





A close finish in one of the running events at last Saturday's Scottish Company's sports. (Photo: Mee Cheung).



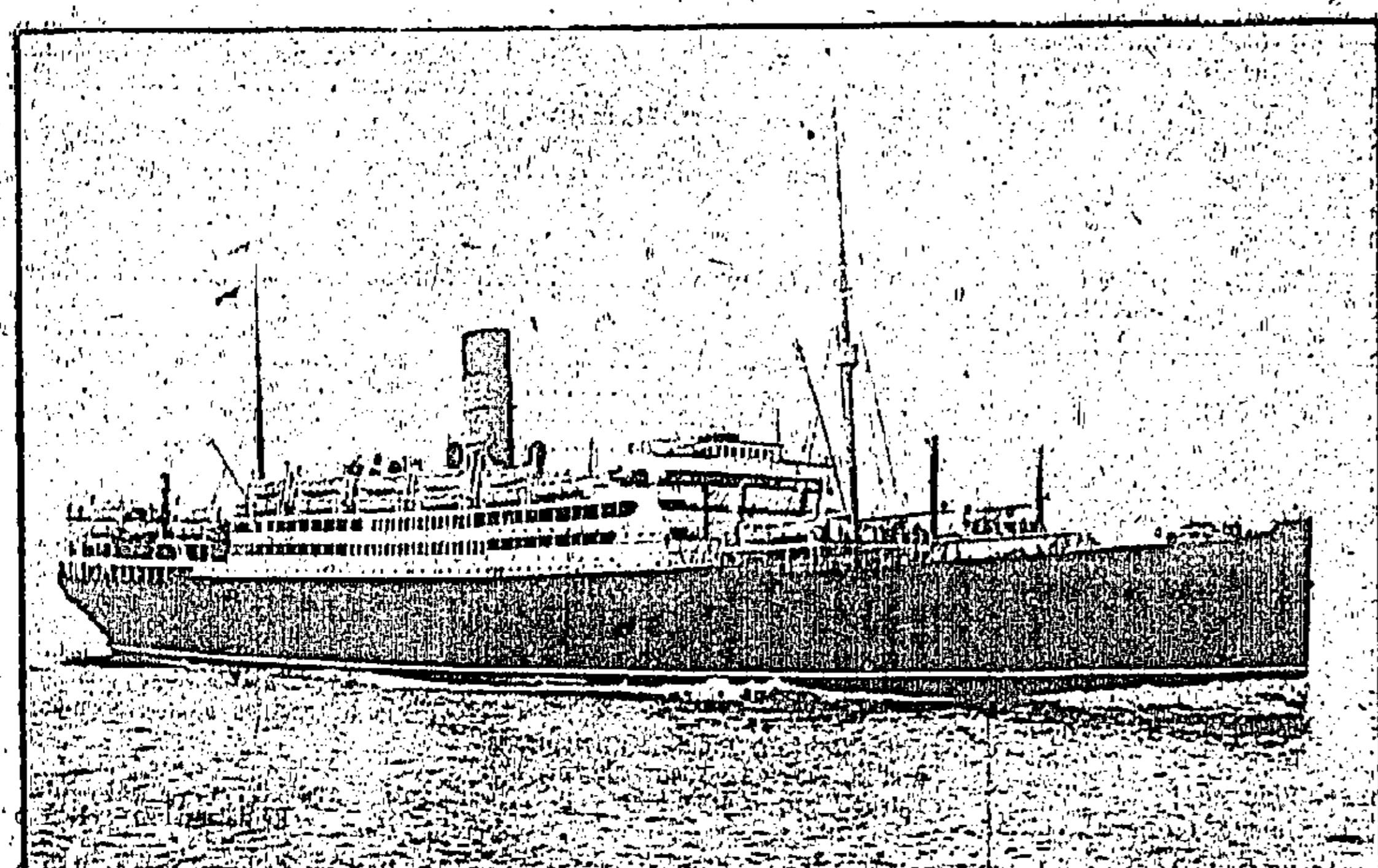
This picture shows the race in progress at the Scottish Co. (Volunteers) sports last Saturday. (Photo: Mee Cheung).



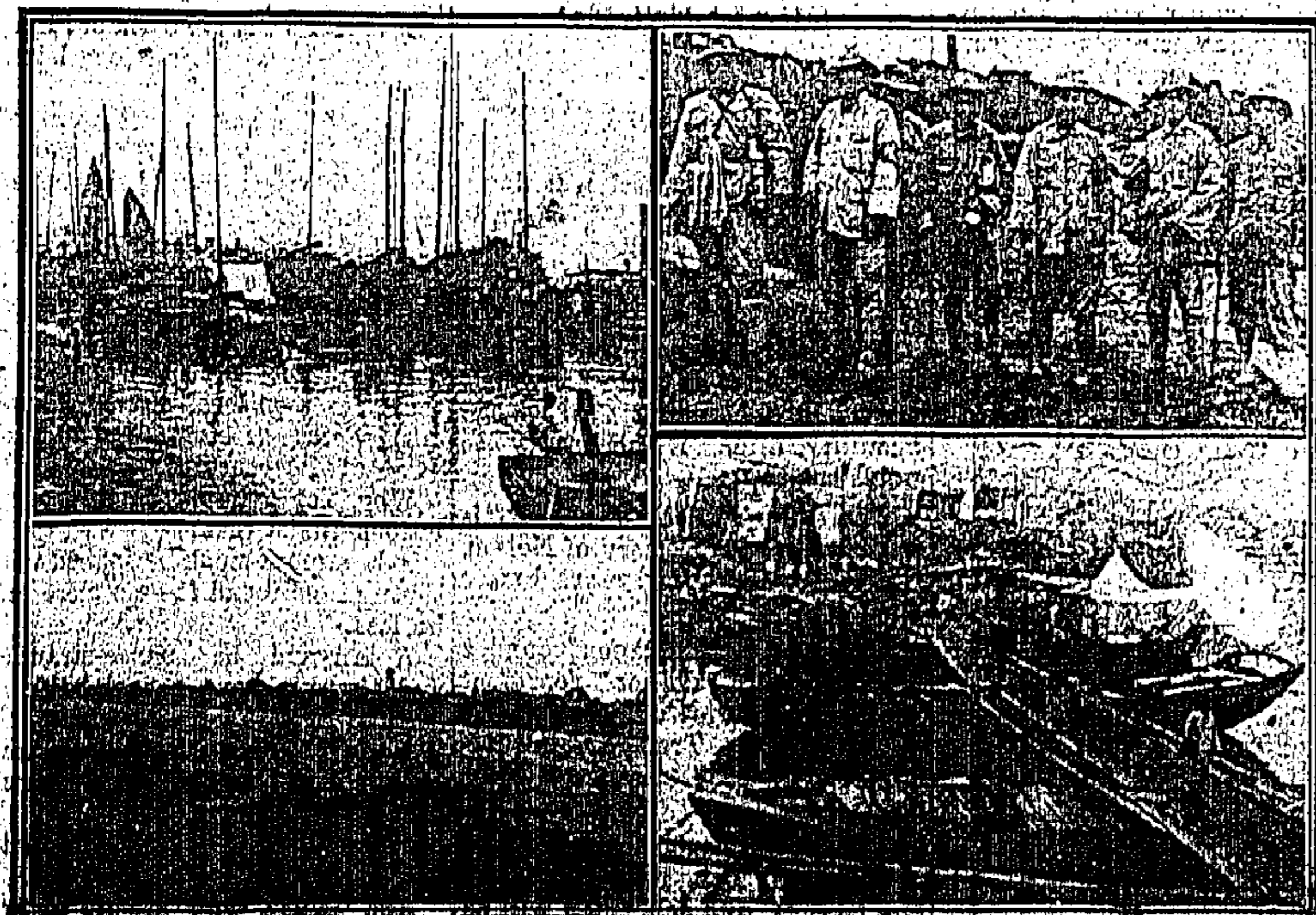
Taken at the Volunteer Defence Corps Scottish Company's sports at Happy Valley. Left, one of the competitors in the reel contest; centre, the Pipe Band of the K.O.S.B.'s; right, a finish of one of the sprints. (Photo: Mee Cheung).



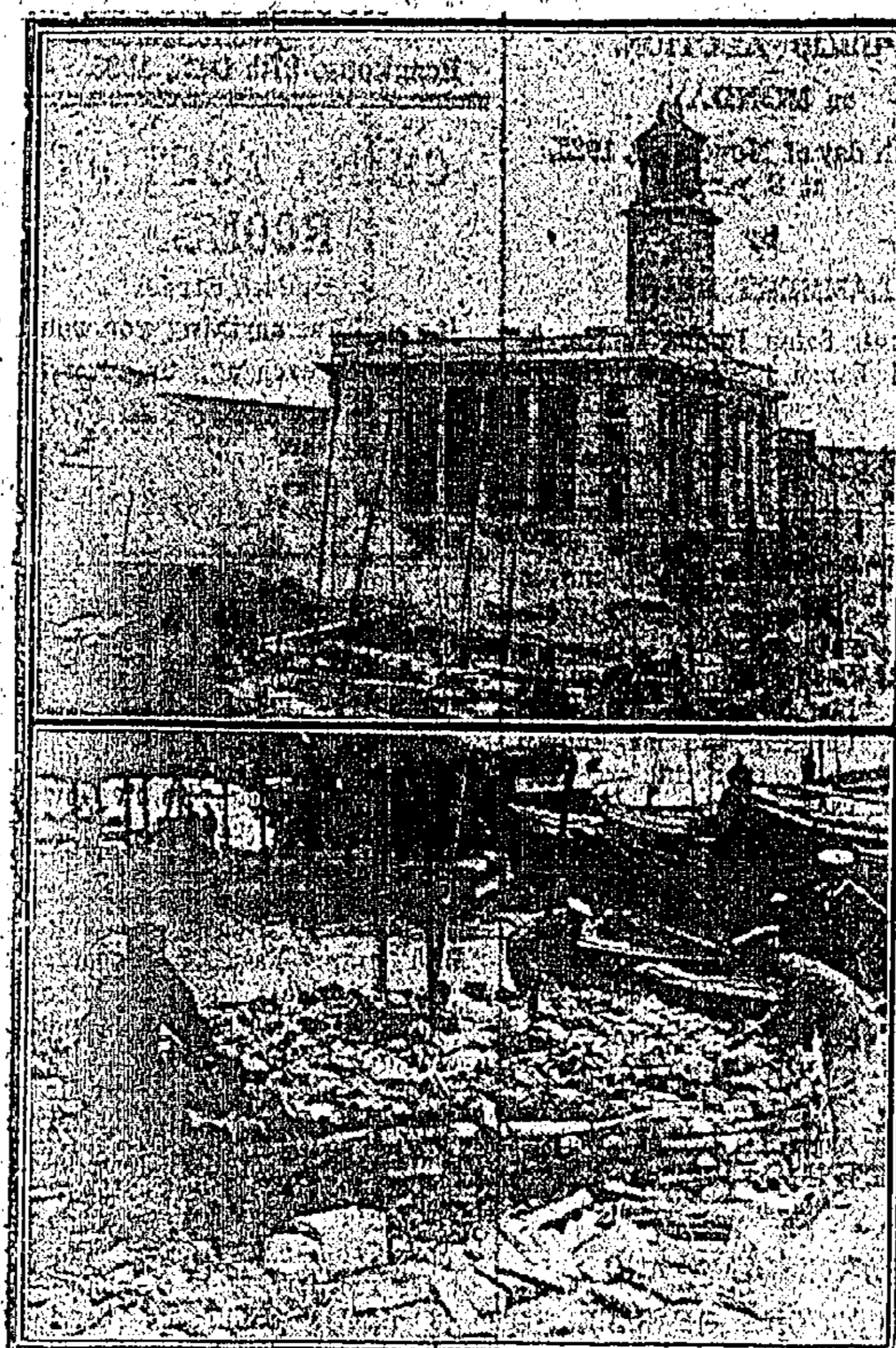
The first vessel to go alongside the new quay wall at the North Point reclamation. She is the s.s. Wabon, and is seen taking on coal.



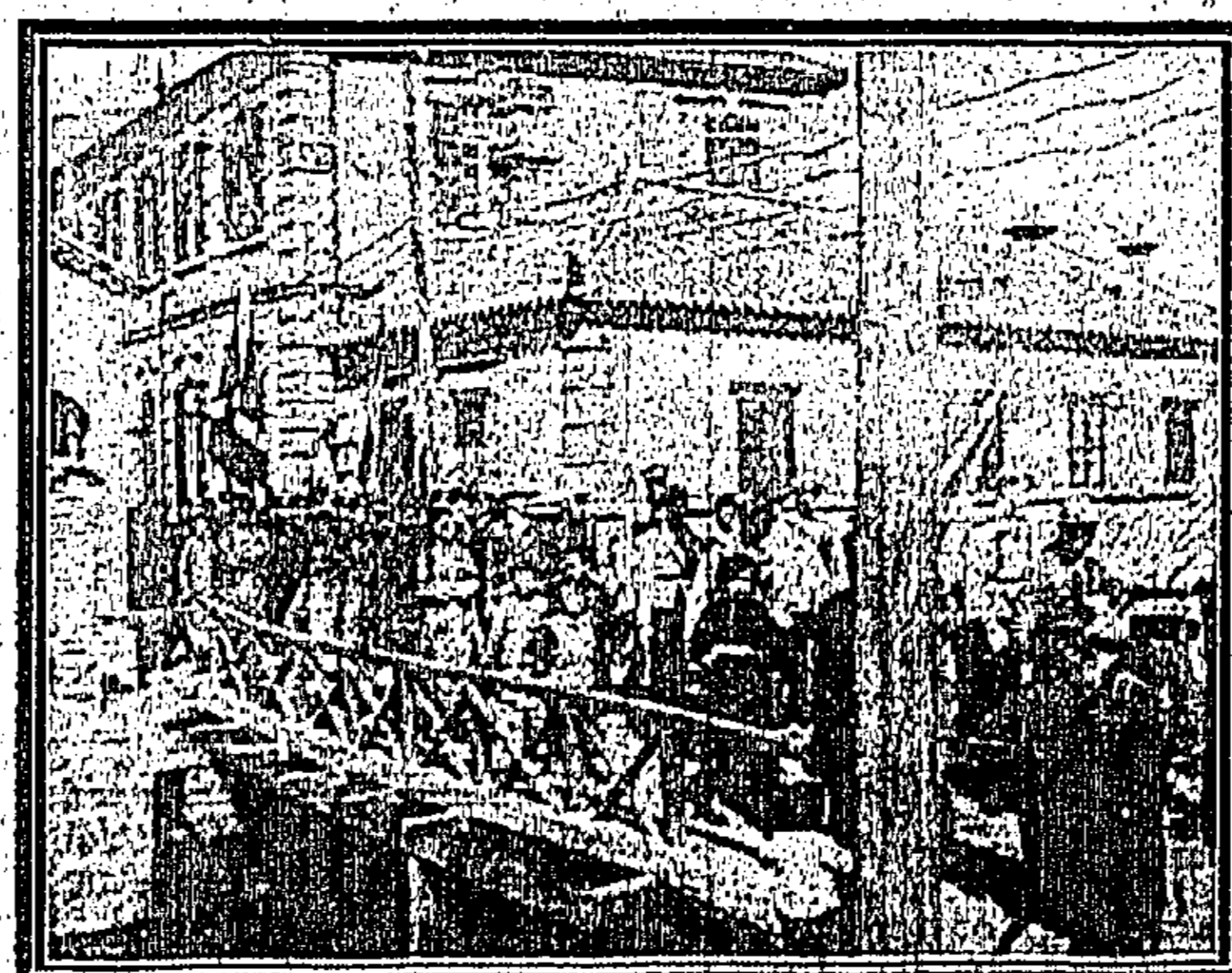
The Cunard Line s.s. Caithness, the first of the round-the-world liners coming to Hongkong this season. She is due here early next month.



These soldiers taken to the war zone following an army bridge built on boats, private junk, and a small tugboat, the s.s. 'Gao' of the 'Kiang' and 'Kiang' sailing under the 'Gao' and 'Kiang' at the East Gate of Kiang.



These pictures show confiscated opium being burnt at Hankow. Above, the Customs House with smoke rising from the four large piles rising in the foreground, and, below, a close-up view of one of the piles.



A procession of students who marched through the streets of Chongqing on the occasion of the anniversary of the Chinese Republic, October 10. Note the Russians to be seen taking part in the procession.

UNDERWEAR
Vests, Pants, Drawers and Combinations

No detail of a man's wardrobe more handsomely repays wise choosing than does his underwear, yet, as all underwear looks more or less alike, men are compelled to take it up on trust.

The underwear we offer is fully guaranteed.

WE ALLOW 10% DISCOUNT FOR CASH.

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MEN'S WEAR SPECIALISTS
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DESIGNED BY US OR MADE UP TO CUSTOMERS REQUIREMENTS

CHINA BUILDING BASEMENT
Entrance Facing QUEEN'S THEATRE
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ROYAL & CO.
The Leading Shoemakers
Established 15 Years.
All styles made to order.
Dancing Shoes a Speciality.

Shoes re-covered in all colours, fabrics and leathers
No. 1, D'Aguilar Street Telephone C. 3237

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.
guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD (NEXT TO WHITEAWAY'S) TEL. CENTRAL 492.

WHITEAWAY'S
For BLANKETS and DOWN QUILTS

REAL WITNEY
Pure white with neat blue borders. Each blanket bound separately and guaranteed real Witney.

Size 54 by 76 inches approx \$19.75 and \$26.50 pair
Size 66 by 86 inches \$33.50 pair
Size 84 by 104 inches \$42.50 pair

White Super Merino Blankets Bound Silk. Beautifully soft, warm and light.

Size 30 by 46 inches \$10.50 pair
Size 54 by 76 inches \$27.50 pair
Size 84 by 104 inches \$39.50 pair

NEW DOWN QUILTS—SPECIALLY SELECTED DESIGNS.

Size 34 by 54 feet \$12.50 to \$17.50
" 6 by 4 feet \$26.50 to \$37.50
" 6 by 5 feet \$23.50 to \$34.00
" 7 by 6 feet \$42.50 to \$130.00

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HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
526, 32, 38, 72, 80, 83,
102.

POSITION WANTED.

POSITION WANTED.—By first class COOK. Hotel, Restaurant or Private Family, no objection. Apply Box No. 87, care of "Hongkong Telegraph."

FOR SALE.

DOROTHY ROSS, is offering her entire Stock of Ladies Afternoon and Evening Dresses, Jumpers Suits, Hats, etc., at prices much below cost to make room for further consignment from Paris and London. Ruton Building, 7, Duddell Street, 2nd Floor. Tel. No. C3568.

TO LET.

BUNGALOWS, REPULSE BAY.

TO BE LET.—For particulars and order to view please apply to Hongkong Realty and Trust Company, Ltd., Exchange Building, Des Voeux Road Central, Hongkong.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemazee.

TO LET.—GROUND FLOOR Offices, near Kowloon Ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET.—No. 15A and No. 16B, Magazine Gap Road, new European houses. Apply Box No. 104, care of "Hongkong Telegraph."

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

COMMODIOUS Ground Floors of Nos. 15, 16 & 17, Connaught Road C, and First Floor of No. 16, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET.—"Stowford No. 2," 46, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters, recently repaired and renovated. Apply DEACONS, Prince Building.

TO LET.—Houses and Lands for sale, Mortgages arranged. Flats and Houses vacant; we have good tenants immediately available for other houses and flats in suitable localities. See ads. in S. C. M. P. and Daily Press. Small investors Tel. C4630.

NOTICE.

HONGKONG JOCKEY CLUB.

The Half-Yearly General Meeting of Members will be held in the Jockey Club Room, Hongkong Club Annex, on Thursday, 18th November, 1926, at 12.30 p.m.

By Order,
C. B. BROWN,
Secretary.

Before You Advertise,
COUNT THE "TELEGRAPHS"
On The Kowloon Ferry

NEW ADVERTISEMENTS.

NOTICE.

The Management of EUROPE-ASIA TRADING CO., beg to inform their Patrons that from Monday, 8th November, their Grocery department will be known as

"THE HONGKONG GROCERY" and removed to: 10, Ice House Street. Tel. C5211.

THE HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY LTD.

(IN LIQUIDATION.)

Contributors are reminded that the Call of \$1.00 per share is payable at the office of Messrs. Percy Smith, Seth & Fleming, on Wednesday, the 10th November, 1926.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
Liquidators.
Hongkong, 5th November, 1926.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.

The new School Year begins December 13. Entrance Examination for New Boys, Saturday, December 11th at 9.30 a.m. For prospectus, for boarders and day-boys, apply

ST. STEPHEN'S COLLEGE,
Prospect Place.

INVESTITURE.

H.R.H. Prince George will invest H.E. The Governor as a "Knight of Grace of the Venerable Order of St. John of Jerusalem" on Monday next, the 8th inst., at 5.15 p.m., on the Murray Parade Ground, and will inspect the St. John Ambulance Corps.

All are cordially invited to attend. Spectators should be in their places by 5.05 p.m.

E. RALPHS,
Asst. Commissioner,
St. John Ambulance Brigade.

NOTICE.

First Class English Orchestra, Direct from London Engagements. Dances, Dinners, Garden Parties, etc. a Speciality.

Performers from three to nine in number, as required.

Write Alice Dawes, King Edward Hotel.

"When we play you dance all night."

HONGKONG BOXING ASSOCIATION.

First Tournament of the Season

TO-NIGHT.

at 9.15 p.m.

at the

THEATRE ROYAL.

MAIN EVENTS.

15 Round Contest for the Welterweight Championship of the Colony.

A.E. Ewin v. C.P.O. Jim Cartledge H.M.S. Royal

"Hermes" Naval Yard.

Five other contests. Booking at Moutrie's. Members 3rd & 4th November, General Public 5th & 6th November.

Usual Prices.

10 DAYS' EXHIBITION of PICTURES

at Messrs. KOMOR & KOMOR

Commencing on Monday, 1st November.

OIL PAINTINGS

by Royal Academy Artists of Europe: Karpathy, Albert, Rollin, Wagner, Dohmke, etc., etc.

WATER COLOURS

by the foremost Artists of Japan: Banke, Teruchi, Kano, Yokouchi, Yamamoto, Kobayashi, etc., etc.

The prices of Water Colours range from \$2 to \$55—each, guaranteed by Messrs. Komor & Komor to be all genuine. They should make admirable Christmas and Wedding Presents.

Exhibition open

from 9 a.m. to 5 p.m.

(for 10 days only)

KOMOR & KOMOR

Art & Curio Experts,
St. George's Building.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from the Registrar, The Supreme Court, to sell by Public Auction,

on (TO-DAY) SATURDAY,
the 6th November, 1926,
commencing at 2.45 p.m.

at the Residence of Mr. L. E. S. Hodge, Ground Floor, No. 227, Nathan Road, Kowloon.

A Quantity of Household Furniture, etc., (Goods and Chattels).

(to be sold in separate lots.)

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

BY ORDER OF THE

CONCERNED.

Particulars and Conditions of Sale of the

VALUABLE LEASEHOLD

PROPERTY

Situate at Kowloon in the Colony of Hongkong

and known as

Sections H and G of Kowloon Inland Lot No. 671

with the buildings thereon now known as

Nos. 2 and 3, Knutsford Terrace, Kimberley Road.

to be sold by

PUBLIC AUCTION.

on MONDAY,

the 8th day of November, 1926,

at 3 p.m.

by

LAMMERT BROS.,

At their Sales Room, in No. 8, Duddell Street, Victoria, Hongkong.

IN TWO LOTS as follows:—

Lot 1 Section H of Kowloon Inland Lot No. 671, with building thereon, known as No. 2, Knutsford Terrace.

Lot 2 Section G of Kowloon Inland Lot No. 671, with building thereon, known as No. 3, Knutsford Terrace.

For further particulars and conditions of sale apply to:

Mr. G. R. HAYWOOD,
Solicitor,
4A, Des Voeux Road Central.

or to

Messrs. LAMMERT BROS.,
Auctioneers,
7, Duddell Street,
Hongkong.

PARTICULARS AND

CONDITIONS OF SALE

of the

VALUABLE LEASEHOLD

PROPERTY

situated at

Victoria in the Colony of Hongkong.

and

Registered in the Land Office as Section C of Inland Lot No. 151 together with the Dwelling House and Shop thereon known as

No. 6, Prince's Terrace to be sold

By Order of the Mortgagees by

PUBLIC AUCTION.

on MONDAY,

the 15th day of November, 1926,

at 3 o'clock p.m.

at their Sales Rooms, 8, Duddell Street, Victoria, Hongkong.

by

Messrs. LAMMERT BROS.

The property consists of:—

All that piece or parcel of ground registered in the Land Office as Section C of Inland Lot No. 151 together with all messuages or tenements erections and buildings known at the date hereof as No. 6, Prince's Terrace, Victoria, aforesaid, and the rights of way (if any) easements and appurtenances thereto belonging and all the estate and interest of the Mortgagee in and to the said premises.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS & GENERAL BROKERS.

G. HUGHES & R. HOUGH.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 9th November, 1926, commencing at 9.30 a.m.

(Interval between 12 noon and 2 p.m.)

At Royal Army Ordnance Depot, Queen's Road East and Royal Engineer's Yard, Wellington Barracks.

The Following Government Stores:

Gunmetal, Lead, Brass, Steel, Wood, Tentage, Cordage, Tools, Medical Appliances, Blankets, Khaki Drill Clothing, Great Coats, Boots, Shoemakers and Tailors Tools, Mining Gear, Telephone Appliances, Nails, 40 Typewriting Machines, Wagons, Cables, Bolts and Nuts, Shovels, 1 Gig and 1 Dinghy, &c., &c.

Catalogues can be had at the Chief Foreman's Office, R.A.O.C. Depot or from the Auctioneers.

Terms of Sale:—Cash on delivery. All faults and errors of description at Purchasers' risk on the fall of the hammer.

All lots to be cleared within 7 days.

HUGHES & HOUGH, Ltd.
Auctioneers.

Hongkong, 27th Oct. 1926.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

CHURCH SERVICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Service: at 11.15 a.m. Subject: "Adam and Fallen Man." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. John's Cathedral, Hongkong. Nov. 7th, 1926. 23rd Sunday after Trinity. Holy Communion: (8 a.m.). Children's Service: (10 a.m.). Matins: (11 a.m.). Preacher: Rev. G. F. Stopford, C. F. (Collection for Earl Haig's Fund). Holy Communion: (12 noon). Evensong: (6 p.m.). Preacher: Rev. Walter F. Scott, R.N. Armistice Day: Holy Communion: 7.45 a.m. In the Cathedral and in the Peak Church. Special Service: 9.45 a.m. to 10.30. Preacher: The Lord Bishop. Collection for St. Dunstan's Hostel for Blind Soldiers and Sailors.

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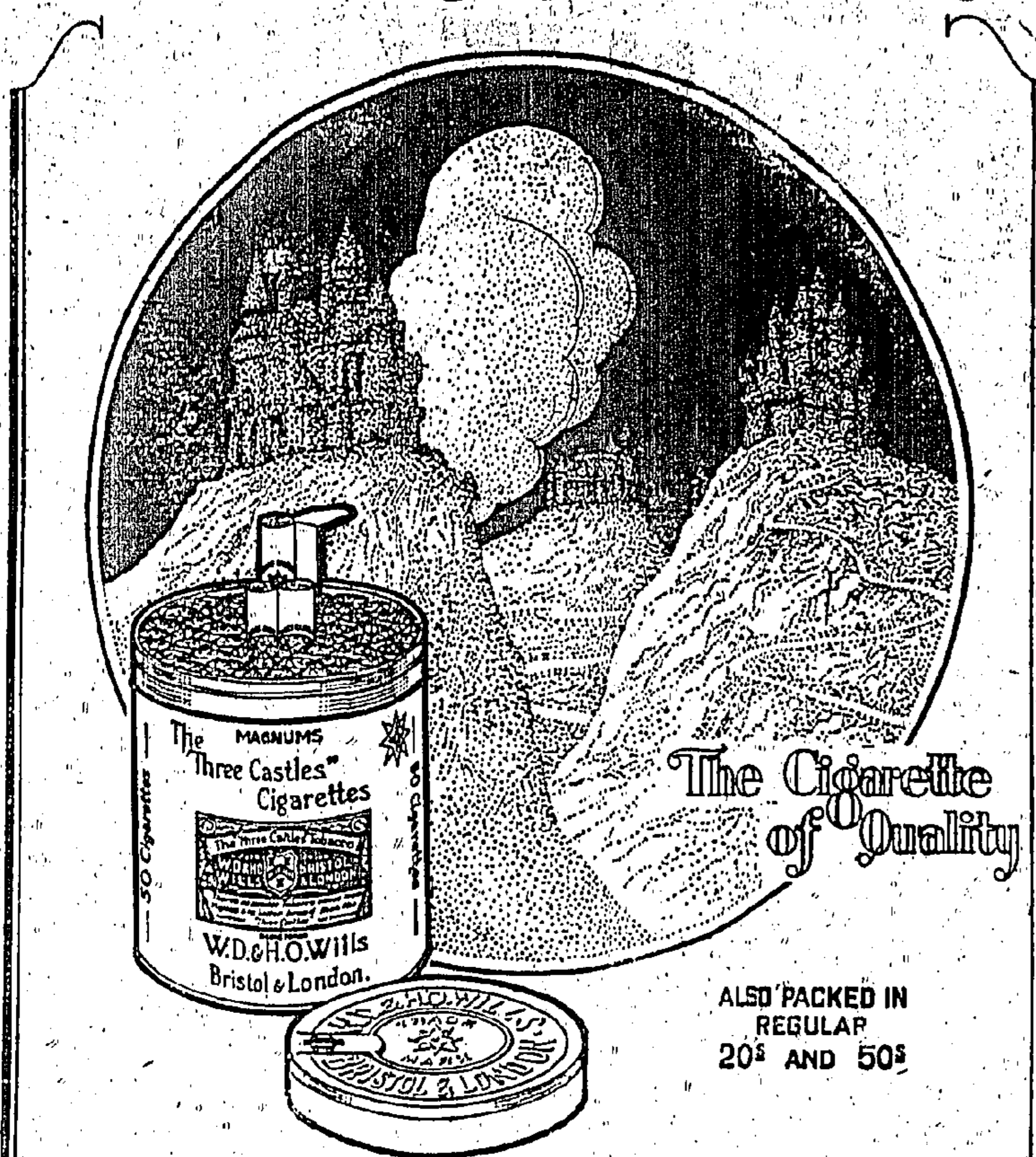
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St. John's Cathedral

Three Castles CIGARETTES



MADE FROM THE FINEST TOBACCO ONLY

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

A-198

THE DEMPSEY FIGHT.

"OBSERVER'S" OUTSPOKEN COMMENT.

The following, which is from the *London Observer*, appeared just after the Dempsey-Tenney Fight:

Dempsey's rise and fall may serve a purpose, however, for he may focus the public attention on the canker that is eating its way into the heart of boxing and many other sports. When he became champion, he was no longer an individual fighting in a combat and fighting partly for honour and glory and partly for wealth. He immediately became the Dempsey Syndicate, only one piece in this financial corporation's game.

It was Tommy Burns who blundered on to the correct formula and started the rot when he shocked the world by demanding £20,000 win, lose, or draw, for his match with Jack Johnson. He diverted the stream and turned boxing from a sport into a business concern. But he played a lone hand. Those who followed bettered his instruction, and turned the one-man business into a vast financial organisation with its syndicates and mergers publicity and propaganda, for the exploitation of the public. "Big" boxing has now entered the domain of high finance with a political pull, for just when the big purse was threatened, important cinema interests were rushed up to give the syndicate added power. The cinema kings now dominate the issue.

Showmanship.

Consider how eagerly every cinema proprietor in the States and South America, in Canada, Great Britain, and many other countries, is awaiting this Dempsey-Tenney film. It did not cost a million dollars to produce, as is so frequently told is the case with recent American "super-productions." It needed only special lighting and two good cinema operators. No staff, no artists, or costumiers, no producers and scenario writers, no perruquiers or beauty chorus, and much more important, no vast expenditure on advertising or publicity. That was achieved already by the altruistic efforts of a generous Press.

It is said that after the contest Dempsey wept. Not only was he weeping at his hotel on Thursday night, but according to a sympathetic critic, he started again on Friday morning. The world is invited to extend its sympathy. But it is rather lovers of real boxing who should weep that this foul fungus has sprung up amidst a manly sport which Englishmen raised, husbanded and cultivated.

With flagrant impudence the Dempsey Syndicate erected a thicket hedge around their golden goose, to ward off logical contenders for the title. The men chosen to oppose him at long intervals averaging over eighteen months each have been an insult to boxing. Firpo was entirely a creation of the Syndicate for mulcting the public.

The Syndicate puts its faith in their national adage that "there is a fool born every minute," but by experience they have made the interesting discovery that "every second" is nearer the mark.

It was not Dempsey who was doped before the contest. It was the public. Negotiations are proceeding for staging a repetition of this humbugging business at Wembley next year, and, of course, the public will be invited to pay big prices for a display of impotence.

Well, if the public enjoys being made the "milk cow" under the soothing hands of the cinema kings, so much the worse for boxing, for it will assuredly perish. But I know that there is a sanity about British sportsmen that abhors fake and flummery, that will hotly resent any desecrating hands being laid on the national sport to which we gave birth, and will mark their disapproval in no uncertain manner when the time is ripe "Punch."

At a Communist conference at Hellemmes, near Lille, at which M. Doriot, the Communist Deputy, was present, a stranger brought "salutations from the Communists of Russia," saying:—"I have no right to be in France, but I care nothing for the French police." At Lille railway station, after the meeting, the stranger admitted to a Commissaire of Police who had followed him that he had entered France with a false passport. At the police station a considerable sum of money in dollars and pounds sterling was found in his possession. He was conducted over the frontier.

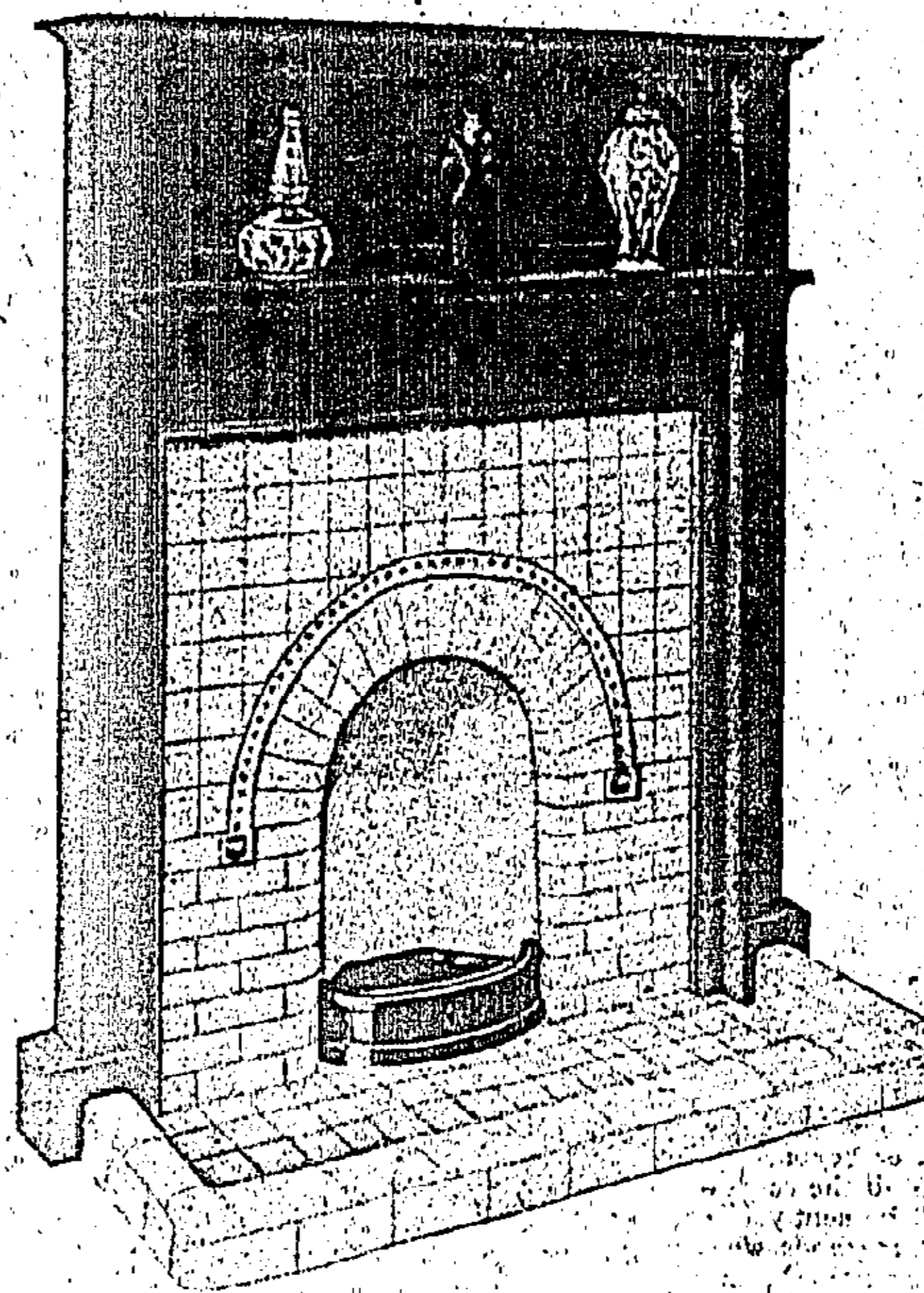
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The Fireplace, being one of the most central features of a room, both as part of a decorative scheme, and of utilitarian purpose, should harmonise with the whole, and create a restful influence.

Simplicity of construction, restraint in colour, and pleasing lines are important factors in achieving this object, and the productions of—

THE MALKIN TILE WORKS CO., LTD.

have been designed to suit all situations where artistic tileware is used.

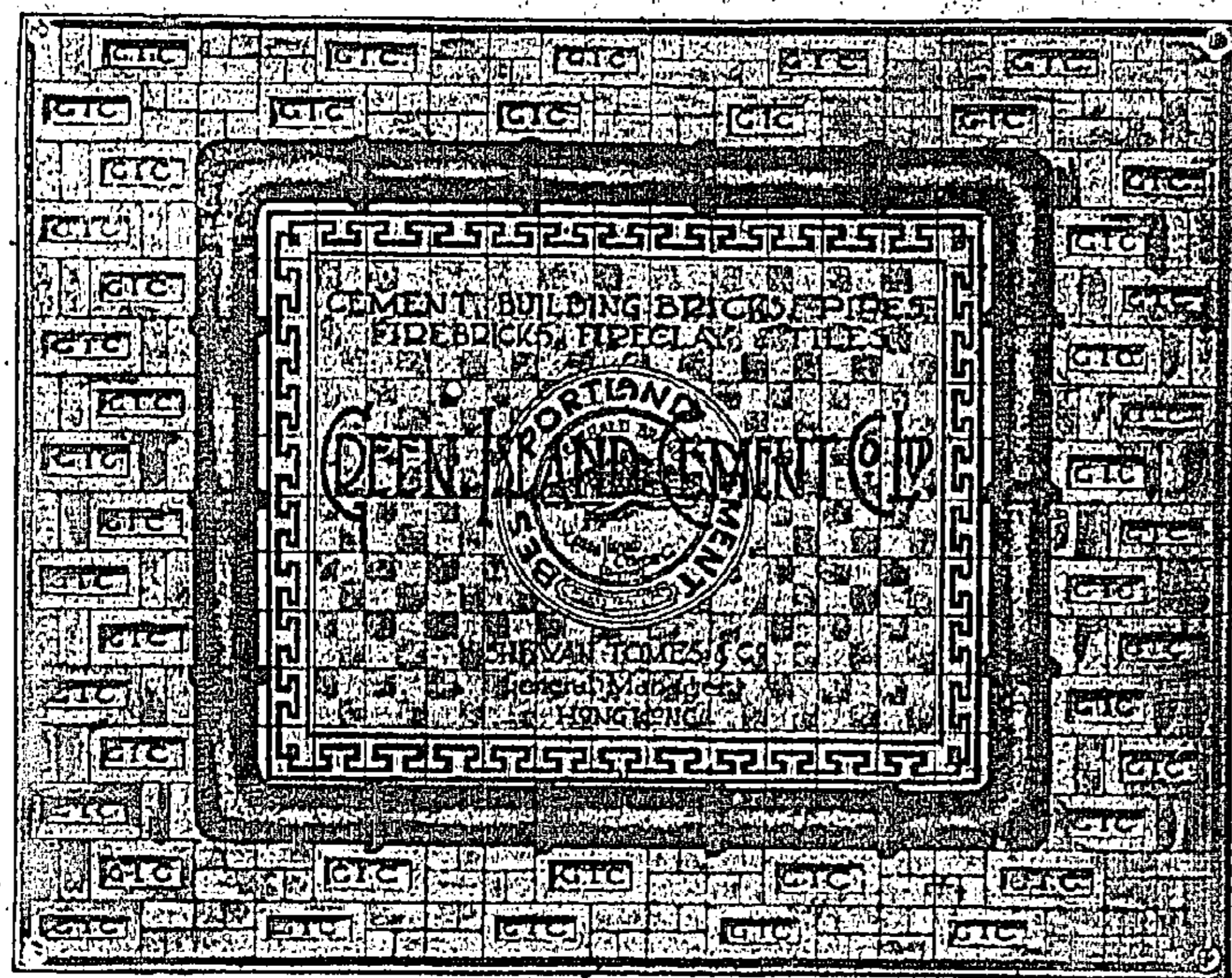


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and
Mosaic Work

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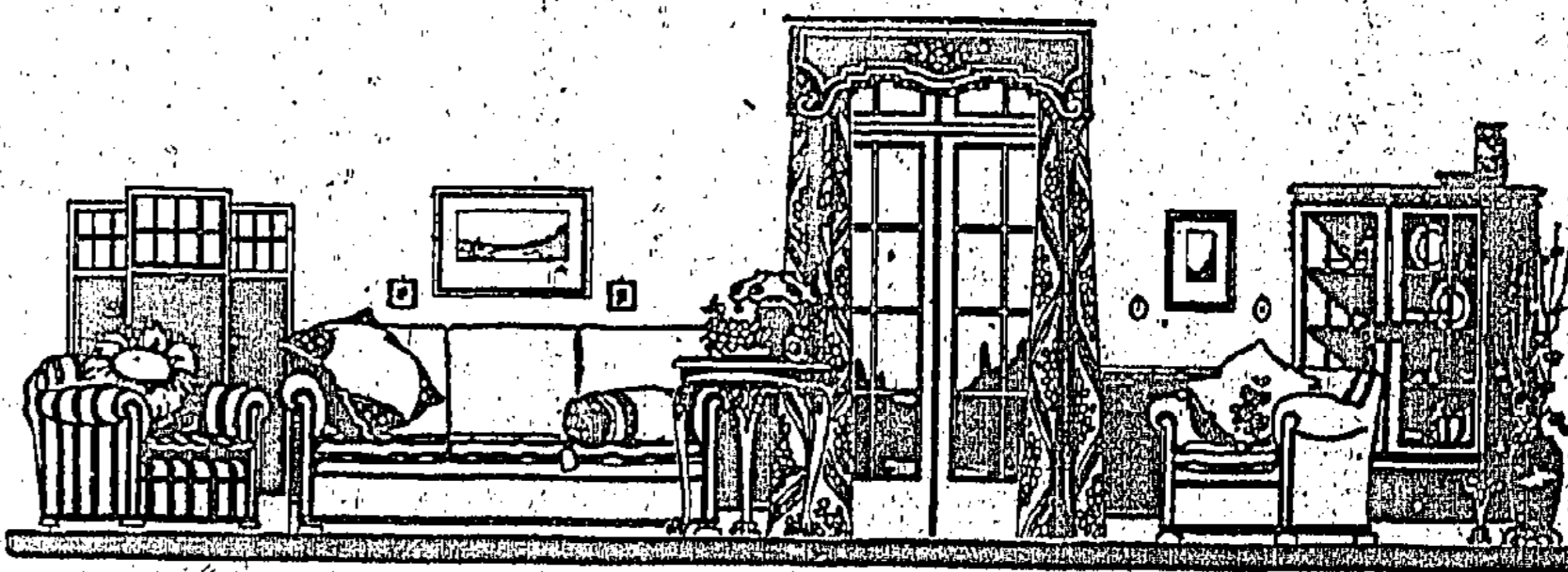
C. E. WARREN & CO., LTD.

China Building (Opposite side entrance Queen's Theatre)



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HOUSE FURNISHERS



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ARTS & CRAFTS, Ltd.

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FREE—10-Day Tube
Note Coupon
Maybe your teeth are gloriously clear, simply clouded with a film coat. Make this remarkable test and find out.

Dazzling White Teeth

Here is the quick, new way dentists are widely urging

Make this unique test. Give your teeth high polish and fresh, new color simply by removing the dingy film that coats them and invites decay and gum troubles.

THIS offers you a simple, scientific test—one judged the most remarkable of all dental tests.

It will bring out qualities in your teeth you do not realize they have. In a short time you can work a transformation in their color and their luster.

Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combant which contains harsh grit.

Tooth troubles and gum troubles now are largely traced to that film. Old-time methods failed in successfully combating it. That's why, regardless of the care you take now, your teeth remain dull and unattractive.

New methods remove it. And Firm the Gums

Now, in a new-type dentifrice called Pepsodent, dental science has discovered effective combatants. Their action is to curdle the film and remove it, then to firm the gums.

Now what you see when that film is removed—the whiteness of your teeth—will amaze you.

Ordinary methods fail in these results. Harsh, gritty substances are judged dangerous to enamel. Thus the world has turned, largely on dental advice, to this new method.

A few days' use will prove its power beyond all doubt.

Mail the coupon. A 10-day tube will be sent you free. Why follow old methods when world authorities urge a better way?

Pepsodent
The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-DAY TUBE FREE

THE PEPSODENT COMPANY,
Dept. Ch-18, 1104 So. Wabash Ave., Chicago, U. S. A.
Mail 10-day Tube of Pepsodent to

Name.....
Address.....
Give full address. Write plainly. Only one tube to a family.

WOMAN AND HER HAIR.

"HINDENBURG OR HEDGEHOG CUT."

Fathers and mothers—grandfathers—who have already undergone a series of indescribable thrills as first the young ladies, then the —well, the older ladies, came down to breakfast bobbed, next shingled, and ultimately "Etoned," may have yet more agonising experiences in front of them says the *Daily Telegraph*.

It will, surely, be a tragic morning when the boldest and perkier of the household's charming innovators descends "hedgehogged."

Still that is what things may come to, for we are informed that a number of the young women of Basle have just adopted the "Hindenburg cut," which is a distinct step beyond even the Eton crop.

Man in his simplicity may imagine that the very name of the latest fashion—for there is an inclination to call it the "hedgehog" rather than the "Hindenburg," cut—will be a deterrent to its widespread advance, but an innocent male newspaper representative assured in authoritative feminine circles that no name will deter the progress of a novelty if it should happen to strike the imagination of woman.

Wild Affair.

There is, however, it is generally agreed, little chance of the "Hindenburg cut" ever finding any substantial favour.

It might have been different had we never had the Eton crop. Bobbing, revolutionary as it seemed at first, is a very mild affair in view of what has happened since, and, once we became accustomed to that first step which is always the most difficult, the second stage, shingling, provoked little comment.

But to adopt the Eton crop is to engage in a serious, perhaps a tragic experiment: and many a woman who made the plunge would give all she possesses to be metamorphosed into a Lady Godiva.

Some Present Tendencies.

On one ground, it is true, monsieur might be tempted to encourage madame to try the "Hindenburg crop"—on the vulgar unworthy ground of economy.

For how expensive is a "permanent waving" that has to be done at such frequent intervals!

Many a coiffeur and many a coiffeuse to-day are earning fees that would make the average doctor or barrister green with envy. One of the most piquant of the various tit-bits of curious information collected was the fact that Sunday morning is becoming more and more a favourite time for milady to have hair attended to.

It must be poor comfort on the economic aspect of the matter—without venturing to dwell on the spiritual—to the complaisant husband to balance the artist's fee against the saved contribution on the church offertory.

Shivering on the Brink

On the whole, the tendencies of the moment seem to be a measure of return to the bob, the continued favour of the shingle, and a looking askance at the Eton—a shivering on the brink that generally results in a decision not to take the dive.

And as a rule the woman who has really plucked up courage to be "Etoned" will, when confronted with the "hedgehog" possibility, take a long look in the mirror, and declared it "Better to bear the ills we have than fly to others that we know not of."

One of the most attractive modes just launched in Paris we were informed by a French coiffeuse—for in the realm of hairdressing as in the domain of la cuisine, our gifted near neighbours reign supreme—is an adaptation of the long roll in a shingle.

A feature of this mode is a long parting of the hair on the left; then the two sides are so arranged as to form first two wide waves, then three big rolls on the right and two on the left.

Underneath the rolls the hair is cut more and more severely downwards. In a sense this means a revival of the "maroons" of the eighteenth century, rechristened in a later age as "boudins."

Certainly the hairdressers will do nothing to encourage the "hed-

gehog" crop introduced by Swiss maidens who appear to have embarked on a new and a very unlovely reformation in feminine hairdressing.

Costly Machinery.

For the numerous establishments now consecrated to the waving of woman's diminished glory have installed most costly machinery to accomplish that delicate and prolonged operation, and they would find themselves in a nice plight if the feminine world began to have its hair cropped in wholesale fashion.

Yet one cannot emerge from the bewilderment produced by an investigation into the mysteries of bobbing, shingling, and "Etoning" without wondering whether, after all, and despite the expensive apparatus of the saloons, woman will never be satisfied until she has become bald—and then the revolution will follow.

Mr. H. Darnley Naylor, Professor of Classics in the University of Adelaide since 1907, is resigning his chair and proceeding to England in December to enter politics.



Let us CLEAN IT!

We clean things thoroughly! Is it a man's suit, a curtain, a soiled blanket, a spotted dress, a "ruined" tie? EASY! Just send it to our office; we'll send back a NEW article!—at least new in appearance. The cost will be trifling.

THE INTERNATIONAL DRY-CLEANING AND DYEING CO.

19, Wyndham Street,
31, Nippon Road.



Steadfast, unfailing quality—what else can account for popularity so swiftly won and so securely held?

Chesterfield



If you cannot obtain Chesterfield Cigarettes from your tobacco dealers, Duty Paid or In Bond, please call up C. Chan & Co., 10 Des Voeux Road Central, phone No. C. 4955.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

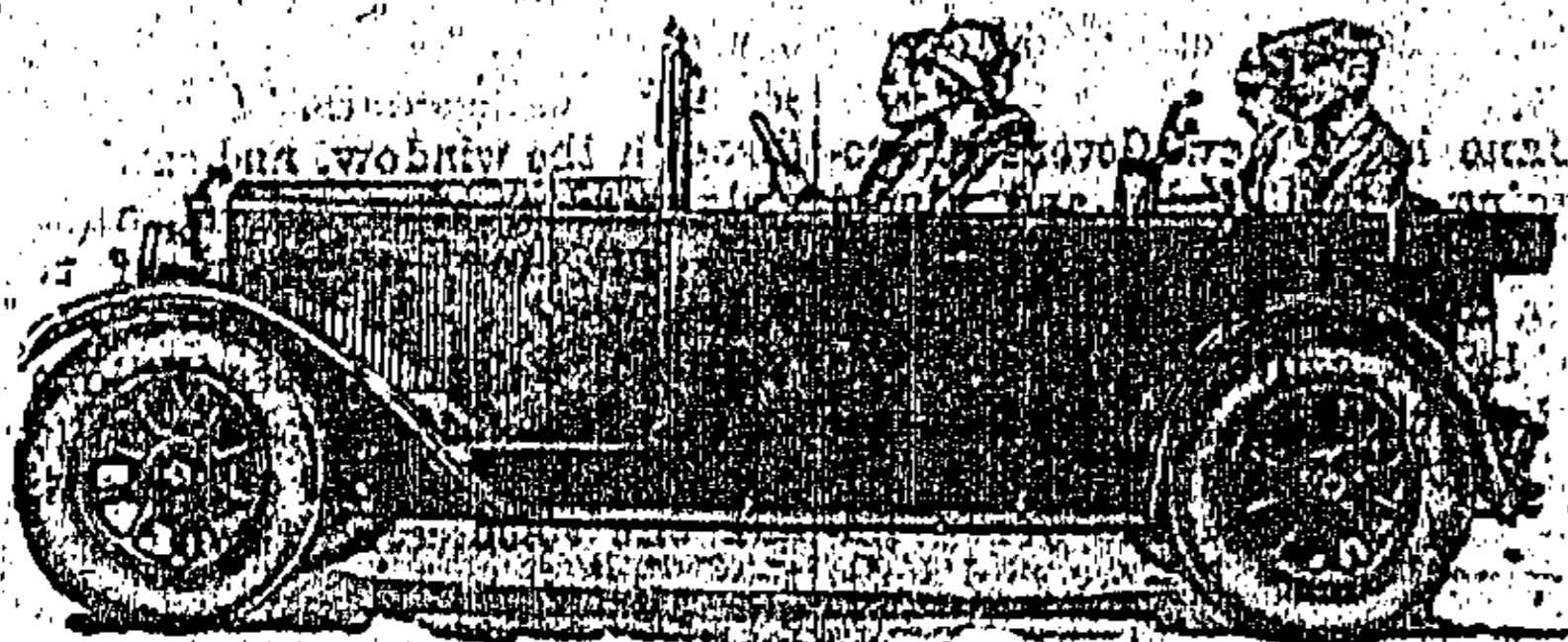
Sole Agents:—

W. R. LOXLEY & Co.

SOCIETY OF ST. VINCENT DE PAUL

ANNUAL MOTOR CAR DRAW

In aid of the funds of the Society for the support of the Poor of Hongkong.



FIAT 509

A Four Seater Torpedo De Luxe Car with all of the latest refinements. To be drawn for on the night of the Society's 43rd Annual AL. FR. SCO. FETE—5th. December 1926. Tickets (\$3. each) on sale at various Clubs, etc., and at the Duro Motor Co., Kowloon where the car is on view.

HELP HONGKONG'S POOR

FLETCHER'S QUININ

THE RAPID CURE for "COLD IN THE HEAD" INFLUENZA CATARRH

Sudden changes of weather render one liable to Chills but a timely dose of QUININ will effectively arrest the threatening cold.

Keep a bottle at hand and safeguard yourself against the attacks of Colds, Influenza and other Winter Ills.

THE PHARMACY FLETCHER & CO., LTD.

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TO AMERICA

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Baggage and Accident Insurance. Carry American Express Travellers Cheques.

For complete information apply

THE AMERICAN EXPRESS CO., Inc.

4A, Des Voeux Road, Central. Telephone C. 4625

THE WORLD LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON.

58 Nathan Road, Kowloon.

We beg to announce that we are opening a most up-to-date "Ladies' Beauty Parlour" on the 1st of November. We have with us Madame Alma, who has just returned to the Colony bringing the latest equipment and methods in Beauty Culture. Madame Alma will attend to all requirements in Beauty work and gentlemen requiring their nails well attended to should make appointments.

Hongkong Xmas Cards

Real Photographs.

We have now a selection of about 45 new-style Xmas cards, incorporating views and scenes in and around Hongkong.

A Distinctly attractive novelty.

CALL AND INSPECT

MEE CHEUNG PHOTOGRAPHERS

Ice House Street and Beaconsfield Arcade.

"PEONY" EVAPORATED MILK

Pure, Rich, Tasty.

Ask for it at your dealer's.

COAL DISPUTE.

EXECUTIVE CALLS ON PREMIER.

London, Nov. 5. The coal peace prospects are brightening. Following an interview between the Trade Union Congress delegation and the Cabinet's Coal Committee at No. 10, Downing Street, at noon, the Miners' Executive called at Downing Street at one this afternoon to see the Premier. —Reuter.

Yesterday's Conference.

Rugby, Nov. 5. Members of the Trade Union Congress Committee who are mediating in the coal dispute proceeded to Downing Street at noon today for a conference with the Premier and other members of the Government.

The step was taken after a meeting between the committee and miners' executive. The position seems to be that the executive, having faced the facts of the situation, are now prepared to agree to the negotiation of district agreements without restriction, other than that such agreements should be governed by arrangements capable of national application. The purpose of the meeting between the trades union mediators and the Government, now proceeding, is presumably to ascertain definitely to what extent the Government are prepared to support a settlement on these lines. If assurances satisfactory to the miners are obtained, a resolution in favour of resuming negotiation for an immediate settlement will be put before the miners' delegates conference later today. The present position is thus much more hopeful, and speedy developments are anticipated although the road is not yet free from serious obstacles and the attitude of the colliery owners is at the moment rather obscure. —British Wireless.

SPANISH PLOT.

SUSPECT ARRESTED IN THE PYRENEES.

Paris, Nov. 5. Former Deputy Macia has been arrested in the Eastern Pyrenees with seventeen of his "general staff." —Reuter.

Madrid, Nov. 5. A number of arrests have been made in Spain in connection with the plot on the frontier. —Reuter.

[Yesterday's cables mentioned the arrest of 92 people in connection with this movement. The plot was hatched on French soil. The conspiracy is attributed to ex-Deputy Macia.]

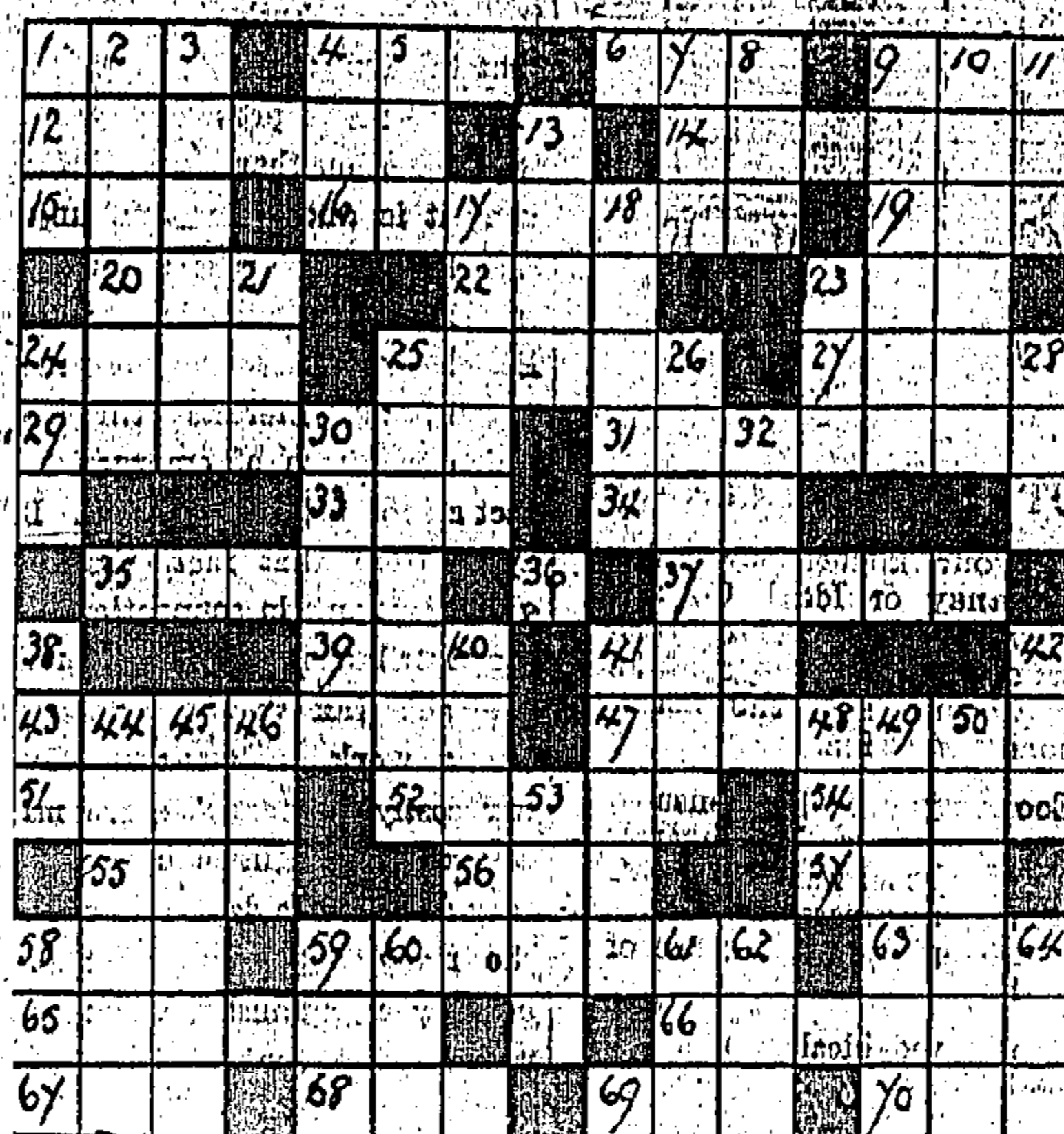
Separatists Cross Frontier. Perpignan, Nov. 5. A message from Toulouse says a force of about 700 separatists crossed the frontier into Spain in small parties, and have taken to the mountains. It is reported they have been joined by a number of fellow separatists. It is stated the Spanish Government has despatched two regiments of the Civic Guard to the frontier. All is quiet in Spain. The press is rigorously censored, and does not refer to the separatist plot. —Reuter.

RAILROAD CRASH.

EXPRESS HITS A MOTOR CAR.

New York, Nov. 5. Four were killed and three seriously injured owing to the Long Island railroad express crashing at high speed into a closed motorcar trying to cross the line at a level crossing. —Reuter's American Service.

OUR CROSSWORD PUZZLE.



Across.

- Sphere.
- Decline.
- Lighter than air.
- A young sheep.
- Flour from the seeds of cereals.
- A compound of iodine.
- Knot.
- Cabaret entertainers.
- Lighted.
- Sorrowful.
- Necessary in rowing.
- A white vestment worn at communion service.
- The true whole.
- Conclusion.
- Money.
- Sticks to.
- A bottle with ears.
- Beverage.
- Association Royal Academy (abbr.).
- A fertile spot in desert.
- Single.
- Smoked after dinner.
- Inland resort.
- A marsh.
- In the place of.
- A small bird.
- To be gloomy.
- To lay again.
- Humbly.
- To make sunburnt.
- Friend.
- Perform.
- A tree.
- To make content.
- To tilt.
- The produce of the maple.
- Pertaining to the air.
- A primary colour.
- A writing implement.
- Collection of writings.
- Shout.

Down.

- Often.
- Higher.
- Respiration.
- Finish.
- The cry of a sheep.
- The atmosphere.
- A signal for help.
- One who ploughs.
- Fit to eat.
- Fetch.
- Scrutinize.
- Child.
- Genus of flowering plants.
- A British river.
- Inclined to.
- The cry of the rook.
- Various crystalline minerals.
- Witchcraft.
- An insect.
- To lift.
- A canonised person.
- Miles dull.
- Proficient.
- Young horses.
- An emmet.
- Announcement.
- Done without.
- A number.
- A tuber.
- Meaning milk.
- A person from a upas tree.
- Ribbed.
- Distance.
- To drink in small quantities.
- A unit.
- Ventilator.
- A term of affirmation.
- To fold.

Yesterday's Puzzle.

BEATRICE TOMES GAN
EVE ANISLED FOR
SEWY ATE MAMA
TREASON FADDER
MONARCHY
CINCLE O OREASE
DOUBLY DUSTER
I R
DANCERS IN A GLEER
RAGA R V LEND
PERSEVERE
M NARET ARCADES
DRAS OIA MELK
P P PURSERS CLY
SIS ESPY TEAR SE

THE U.S. MINE COLLAPSE.

DEATH ROLL OVER 50.

Ishpeming, Nov. 5. It is now estimated that 51 miners were killed in the collapse of the mine, reported yesterday. —Reuter's American Service.

FEELING LIVERISH AND IRRITABLE?

Pinkettes are just the right remedy! They quickly regulate the liver, dispel constipation, clear away sick headaches, bilious-

Pinkettes

ness, flatulence, aid digestion, banish gloom. Chemists everywhere sell them or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

NEW CONSERVATIVE CHAIRMAN.

MR. J.C.C. DAVIDSON APPOINTED.

Rugby, Nov. 5. As the leader of the Conservative and Unionist party the Prime Minister has appointed Mr. J.C.C. Davidson as chairman of the party organisation, in succession to Colonel F. S. Jackson, who has been appointed Governor of Bengal.

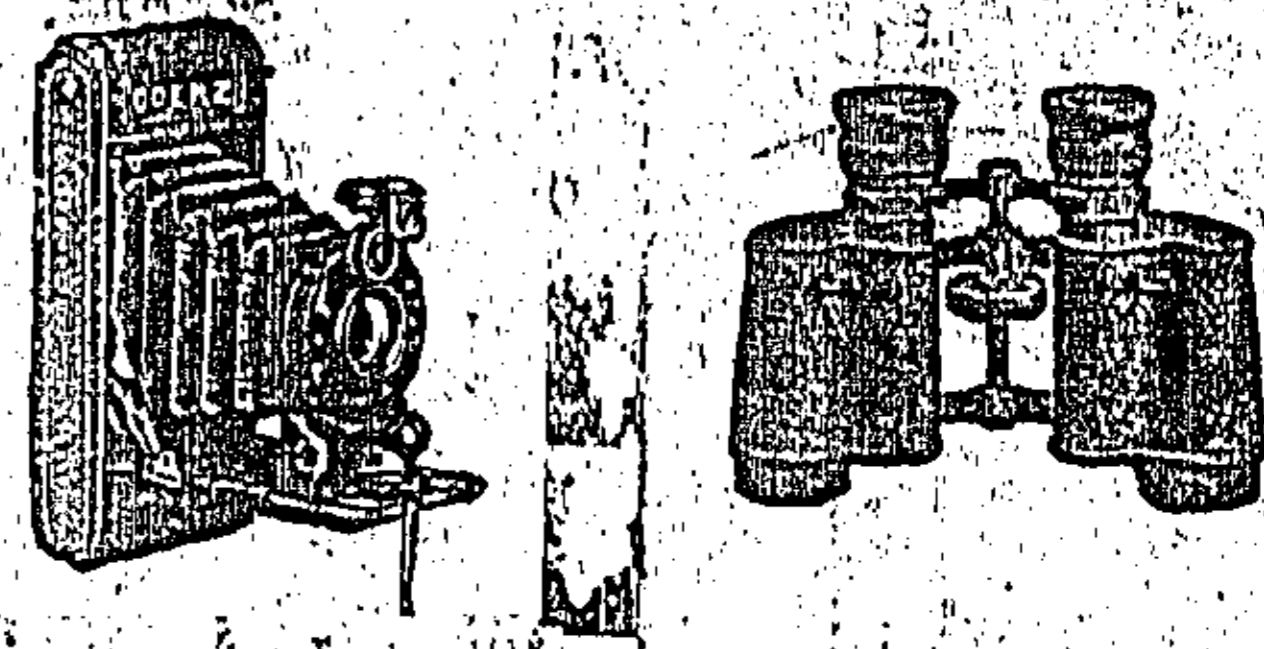
Mr. Davidson, who is 37 years old, served as private secretary to Lord Crewe when the latter was Colonial Secretary, and when Mr. Bonar Law succeeded to that office he retained Mr. Davidson's services. He acted as private secretary to Mr. Bonar Law until the latter resigned the office of Prime Minister in 1921.

In the last Conservative administration, he combined the office of Chancellor of the Duchy of Lancaster with that of political secretary to Mr. Baldwin, and is now Parliamentary Secretary of the Admiralty, which office he will resign in view of his appointment. —British Wireless.

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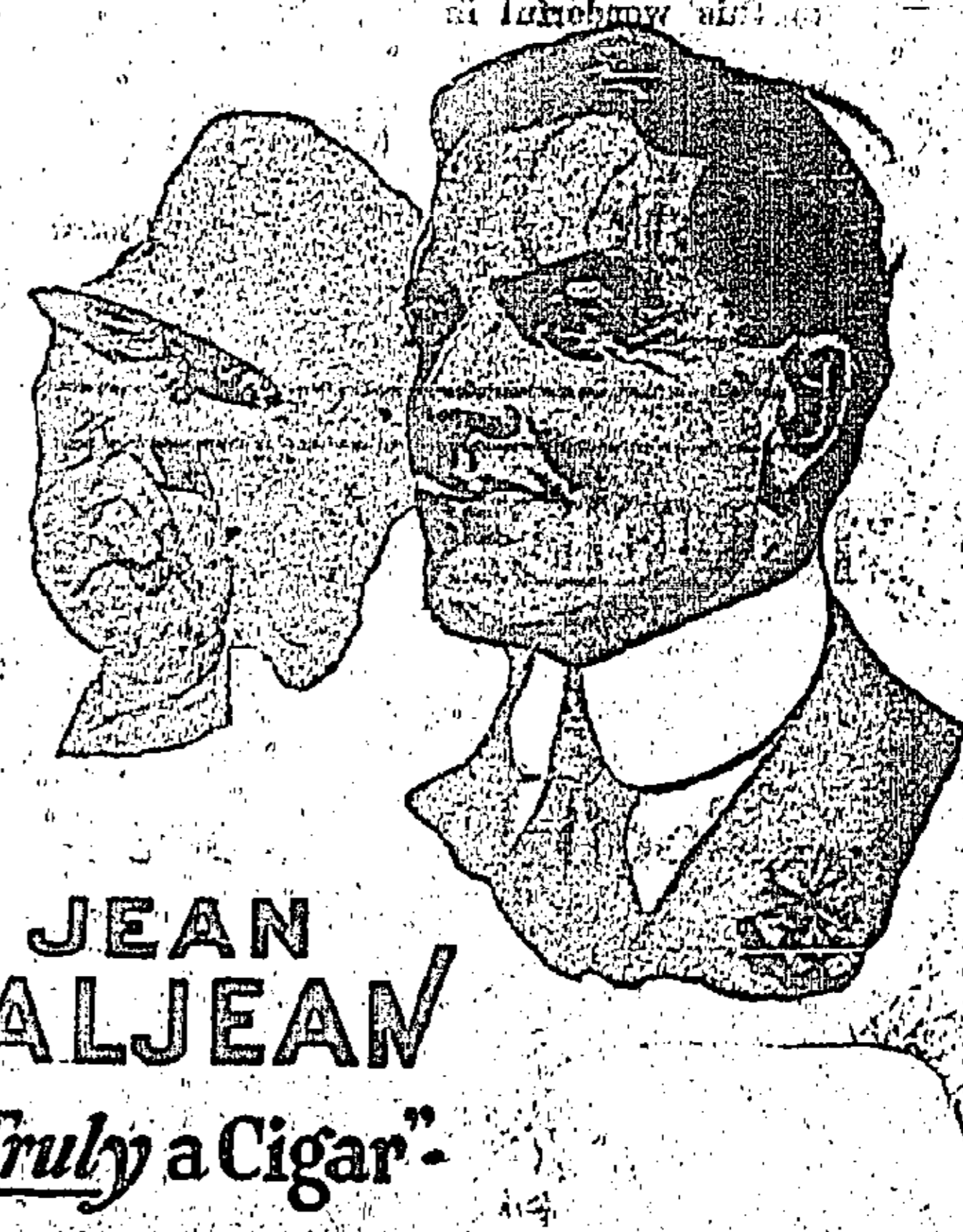
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Wilkinson, Heywood & Clark

SHANGHAI. HONGKONG.



JEAN VALJEAN
"Truly a Cigar"

ABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

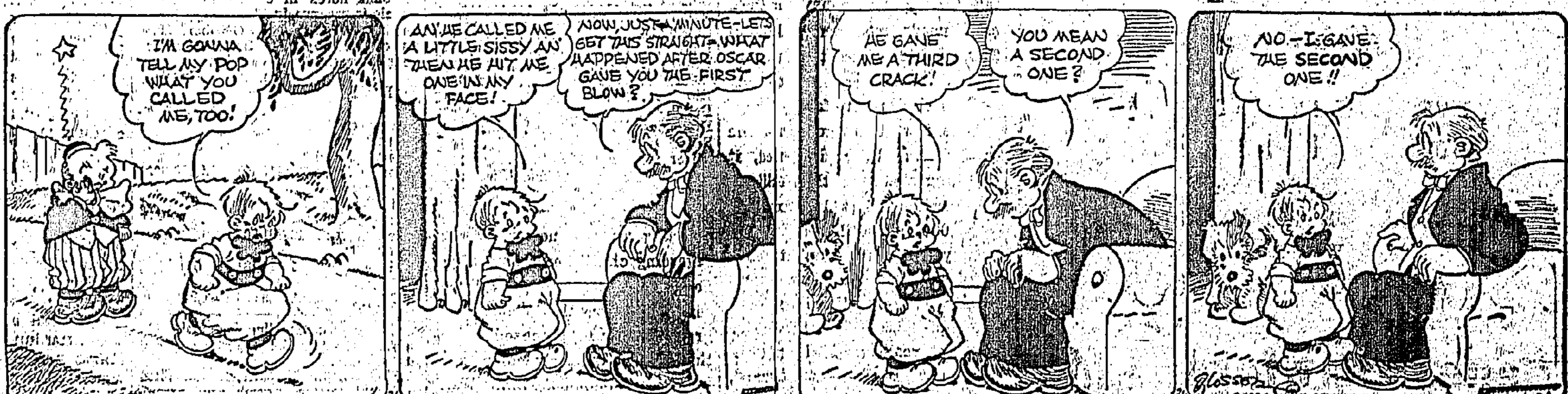
FRECKLES AND HIS FRIENDS

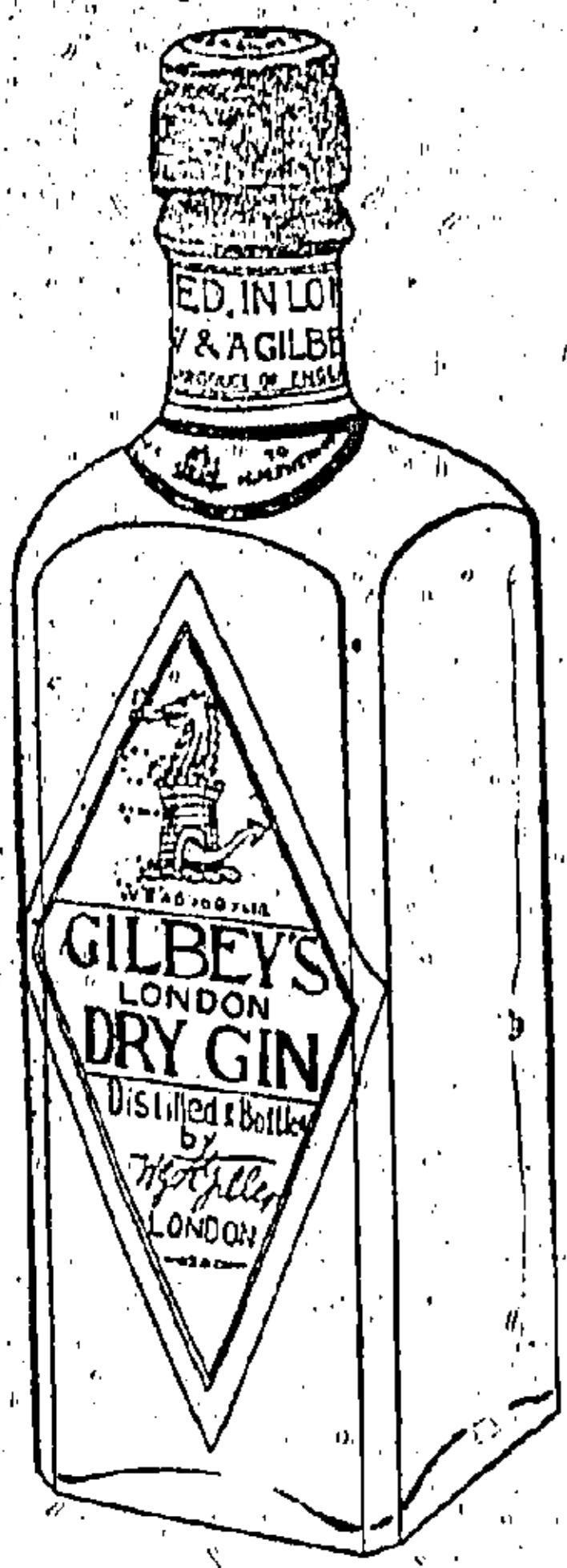
He Didn't Miss His Turn

By Blosser



The proof of the pleasure is in the eating!
NESTLÉ'S CHOCOLATE



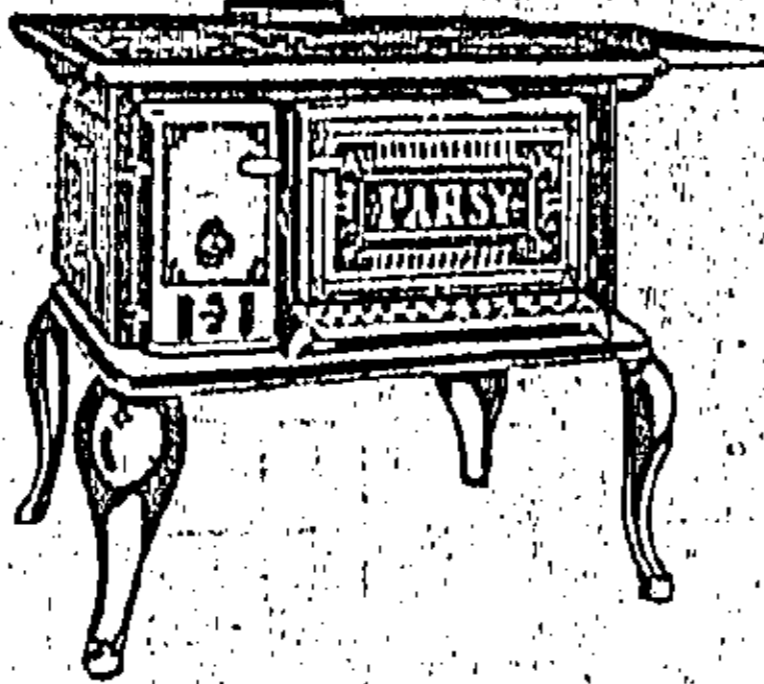


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In your kitchen by using a Pansy or Ideal Cooking Stove, which have been specially adapted to meet the requirements of the householder in China.

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Mustard & Co., Ltd.

Incorporated under the Companies Ordinance Hongkong.
Alexandra Buildings,
Des Voeux Road Central.

The Telegraph

SATURDAY, NOVEMBER 6, 1926

THAT MILITARY CONTRIBUTION.

One of the most important matters referred to in the very voluminous speeches delivered at the Legislative Council on Thursday in connection with the Colony's Budget for 1927 was that of our Military Contribution, and although the subject is a very hardy perennial it loses none of its urgency in consequence. Rather does it gain in importance as the years pass, because the system on which this Colony contributes to the Imperial Government in respect of defence becomes more antiquated and unfair. The assurance given by the Hon. Colonial Secretary that the whole question of the basis of the Colony's military contribution is under discussion with the Home Government at the present time does not, of itself, inspire us with hope of early revision, because matters of this character have a tendency to be "under consideration" for periods longer than desirable by those who seek reform. Rather would we have liked an assurance that this Government had made strong representations urging revision, as there has been no better time than the present, when the Colony is suffering a trade setback of which all the world knows, to make out the strongest possible case for a lightening of the burden. We of this Colony do not desire to avoid any obligations to the Imperial authorities, but it is obviously unjust for our contributions sent home to be dependent on the amount of revenue we raise, no matter for what purpose the money is required. The recent heavy rainstorm caused damage amounting to about \$1,000,000 and the Government, when seeking to raise money to help pay for that, must needs raise an additional \$200,000 if it wishes to have that million whole and untouched. That is obviously unfair.

Some few years ago, when the question was being discussed, it was suggested that the Military Contribution might be fixed at \$1,000,000, but for the past two or three years it has been at about \$4,000,000 and on next year's estimated revenue it will amount to about \$3,500,000. Of course, it is not really a "Military Contribution." Sir Frederick Lugard, a former Governor, said after his retirement that the contribution was not solely on behalf of the

garrison, but that most of it went to the Naval Authorities. Seeing that the British Navy in the Far East is here to protect very many interests other than those of Hongkong it is anomalous and unjust that Hongkong alone should contribute. The military forces in Hongkong are also for the benefit of British interests throughout China in times of emergency—a fact all too often overlooked. But apart from that fact, the most glaring wrong in connection with the contribution is that it is an unavoidable tax on any and every public work undertaken. Even our costly misfortunes are made costlier. It ought to be unnecessary at this late day to enumerate the many arguments that have been raised against the method of raising the contribution, but it would seem that, even yet, there is need to keep pressing the matter. It is to be hoped that the local Government will not be content to leave the matter too long in the usually unprogressive stage of "under consideration," but will represent this Colony's case with the frequency and forcefulness justified by the unanimity of the unofficial protests.

The Building Slump.

The extent of the Colony's building slump last year is well illustrated in the annual report of the Director of Public Works, which contains, in its voluminous pages, a most interesting graph showing the number of housing plans dealt with during the past twenty years. From this, we see that in 1905, the plans approved totalled 1,600, that there was a rise to 1,500 in the next eight years, a drop to 1,500 in 1915, and then a steady rise year by year until 1924, when the remarkable figure of 3,887 was reached. Last year, the number had again fallen to the 2,600 mark. The curve showing the houses certified is almost similar in character, the highest point reached being 1,900 in 1924. The explanation given for the decrease in housing accommodation thus reflected is that speculators realised that the supply of Chinese tenement houses had apparently overtaken the demand, further evidence of which was to be found in the reluctance of many lessees to fulfil their building covenants. The strike and consequent financial stringency are also cited as having adversely affected building development. These are undoubtedly the causes, although we should be inclined to think that the latter reasons were the major and not secondary factors. At any rate, the building trade has passed through a period of extreme depression, from which we hope it will now gradually emerge. Despite all that was done in the "boom" years, there is still a need for certain types of property, whilst all classes continue to clamour for houses which can be rented at a figure which does not absorb a large portion of their incomes.

EXCHANGE RATES.

	Rugby, Nov. 5.
Paris	146%
Brussels	34.82
Amsterdam	12.12
Berlin	20.39
Copenhagen	18.3
Vienna	34.35 1/2
Helsingfors	192 1/2
Lisbon	217/32
Buenos Aires	45.11/16
Shanghai	2/4 1/4
Yokohama	2/0.5/16
New York	48.11/16
Geneva	25.13
Milan	112 1/4
Stockholm	18.10
Oslo	19.35 1/4
Prague	163 9/10
Madrid	6.13/16
Rio	1/5 1/4
Bombay	1/11 1/4
Hongkong	24%
Silver (spot)	24%
Silver (forward)	24%

—British Wireless.

Acting under a new regulation regarding charity processions, the police prohibited a carnival procession which the Wood Green group of "The H." proposed to hold through the main streets of Tottenham, Edmonton, and Wood Green, in aid of the North Middlesex Hospital Wireless Appeal Fund.

DAY BY DAY.

LOVE'S LIKE VIRTUE, ITS OWN REWARD.—Vanbrugh.

His Excellency the Governor has appointed Mr. W. J. Carrie to act as an Assistant Superintendent of Imports and Exports.

The name of Mr. W. L. Alexander, C.A., has been added to the list of persons qualified as auditors under the Companies Ordinances.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Tuesday, 9th November, at 10 o'clock in the forenoon.

The following appointments in the Royal Air Force are notified: Squadron Leader L. C. Keeble to H. M. S. Hermes (Oct. 7). Flying Officer A. G. S. Tuke to H. M. S. Hermes (Oct. 7).

Mr. M. J. Quist, Consul General of the Netherlands, who has been away from Hongkong on a holiday trip, will return by the s.s. President Harrison which is due to arrive on the 8th instant.

The management of the Eastern and Australian Steamship Co. Ltd., have added to the personnel of s.s. Tandra two charming Australian girls to act as musicians and hostesses. The innovation will add greatly to the popularity of this already well liked vessel.

Applications are being invited for appointment as Director of Agriculture in the Territory of New Guinea, administered by the Commonwealth of Australia under mandate from the League of Nations. The salary will be not less than £1,000 per annum.

A Mr. Johnson, residing at the Station Hotel, Kowloon, (Room No. 8) has reported to the Police that sometime since October 19, when he was admitted into hospital, a trunk containing \$61 in cash which he left in his bedroom, was broken open. A Chinese boy who recently absconded from the Hotel, is believed to be the culprit.

Prior to the general meeting of shareholders of the China Provident Loan and Mortgage Co. Ltd., at 11.30 next Friday, there will be an extraordinary general meeting of shareholders of the Company at 11 a.m. to receive, consider, and, if thought advisable, to adopt the report of the Committee of Investigation appointed at the extraordinary general meeting of shareholders, held on April 8th, this year.

Re-sealing of the will of the late Admiral Henry Morton Tudor has been granted in the Supreme Court of Hongkong. Deceased died at his residence at Burnham, Shalford, Surrey on January 3, this year. In the United Kingdom he left £25,501 and in Hongkong £2,800. A clause in his will provided a five guineas fee to his medical attendant to sever a vein after death or do another surgical operation to ensure that death had taken place and so avoid premature burial.

The following forthcoming weddings are announced:—Mr. John Murray McBride, of the China Sugar Refining Co., residing at No. 2, East Point Terrace, to Miss Margaret Elizabeth Gairns, residing at No. 337a, Nathan Road, Kowloon; Mr. Luis Atanazio de Souza Remedios, residing at No. 4, Peace Avenue, Ho Mun Tin, to Miss Guiomar Maria dos Remedios, residing at No. 6, Humphreys Avenue, Kowloon; and Mr. Frederick Scherer, confectioner, of No. 1, Dundell Street, to Miss Maria Carmen de los Santos, residing at No. 63, Nathan Road, Kowloon.

BANK RETURNS.

FIGURES FOR OCTOBER.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st October, 1926, as certified by the Manager of the respective Banks are:

Banks.	Average	Specie
	Amount.	in Reserve.
Chartered Bank of India, Australia and China	\$15,410,101	\$5,800,000
Hongkong and Shanghai Banking Corporation	46,861,800	80,000,000
Merchants Bank, Limited	1,614,181	550,000
Total	\$63,885,985	41,850,000

*In addition Sterling Securities deposited with the Crown Agents valued at \$1,250,000.

†In addition Securities deposited with the Crown Agents and Straits Government valued at \$3,108,097.

‡In addition Securities deposited with the Crown Agents valued at \$120,000.

ORGANISED GAMES.

Making Hard Work of Play.

Yesterday we had a children's party.

Jane has a new Governess replacing a tea kindly, and placid old amah, whose rule of life has been the path of least resistance for half a century. Miss M. is delightful; she loves teaching. Without knowing the language, she has spent several years imparting English history and suitable parts of Shakespeare to the Chinese children, and they have taken it all in good part, appreciating the fact that it was an organised indoor game as opposed to the outdoor variety, which would shortly succeed it.

Before the party, Miss M. inquired the number of the children and the proportion of the sexes; the times of arrival and departure, and having collected the data, and made some rapid calculations, she said:

"Yes, that will be all quite simple; they will have fifteen minutes before tea in which to throw off their shyness, forty minutes for tea; that will give us about an hour and a half for the games. I will arrange five different kinds in case it rains. Perhaps Jane's boys could be brought on to the verandah for the younger ones."

The first arrival was a sturdy fellow, aged four. "I've brought my tricycle," he said happily, and dragging it on to the wide verandah circling the house, he set off, humming, gaily to himself. Jane's motor car was soon loaded up with a girl and two boys, followed by a scooter. Each vehicle seemed completely under control, so I wandered back to receive more guests. Two small girls sat on the floor behind the sofa undressing a doll, and another was rocking a cradle with her foot, and gazing into space with that placidity only born of association with the East. When I went to call them to tea, every child seemed happily, if egotistically, occupied.

A meal is always a solemn affair in childhood as in old age. Between those stages lies a period in which food is served, and surrounded amidst such affectation of composition, decoration, clothing, and forced conviviality that one scarcely knows or cares what one eats.

A little desultory conversation broke out towards the end of the carefully-allotted forty minutes; some comment on the merit of chocolate cake, and at a signal the children broke away in all directions. Miss M. hastily cornered three girls and two boys, were going to play a lovely game in the garden. There was no expression on the faces of the five as they were led away. They played the game through and were left to enjoy a repetition. In the drawing room another five were gathered for another game; there was

no sign of the tricycle-motor-scooter enthusiasts. I glanced through the window, and saw two girls running after the cat, and a ball, but heard no sound of the game.

At six o'clock, fifteen children came to say good-bye; they smiled happily, promised to come again, and one volunteered the information that it was such a lovely house for hide-and-seek. The Sturdy-Once-Aged-Four was still riding his tricycle, still wearing a seraphic smile; he dismounted and gravely shook hands. "Do you know there is a lovely place at the back of your house for my cycle, and some goldfish in a pond; can I come to-morrow on my cycle?" I asked him what he was going to be when he grew up, expecting the mechanical strain to show up strongly in his reply. "A pooney judge," he said, and rode off.

She came to me later in the evening, looking aggrieved. "I can't understand those children who were here to-day; they don't seem to like organised games." Perhaps not. Perhaps we like them no better when we are no longer children. It goes on all the time, my sturdy one; unless you will find someone trying to organise your leisure into something approaching hard work. If you don't care for communal games such as golf or tennis, and prefer to take your exercise walking or swimming, you will find, at all events in the East, that most curious reasons will be given for your peculiar behaviour. If you prefer a quiet game of bridge with three congenial friends, you may have it, but if your social position gives any excuse to the organisers, you will be forced to attend a dinner-party of twelve or sixteen folk, most of whom have nothing in common with each other.

Come with me, my sturdy man, look round the table; watch that weary man, the general practitioner. He is wondering how soon he can lay his head to rest, and if he will be called out to-night. He is listening to a long tirade on diet from a flaxen lady of ample proportions. The hostess explains that the newcomer wearing the stripe of valour is so wonderful. I murmur: "Yes, I see that."

"Oh, it's not only that," she says, "he spends months in Africa quite alone, or just taking another man, and doesn't see a soul all the trip!"

Look well at him, my little man; his whole face is full of an indescribable loneliness this moment, and a pretty young woman has just asked him if he doesn't adore mauve.

No, thank you, Miss M. The grown-up world is made hideous by organised games, but the Empire was built by those men and women who are never lonely except in crowds.

TISTHENES.

DISPUTE BELOW STAIRS.

MAIDSERVANTS' RETORT TO CHARWOMAN CRITIC.

A charwoman who demanded 4s. a day and a car to fetch her is mentioned casually in one of many letters received by the *Daily Chronicle* in answer to the attack on domestic servants by Mrs. R. S. Dyett, the charwoman who was recently left £300 under the will of her mistress.

One is left wondering whether the unnamed fortunate charwoman is one of a numerous or growing class! The servant controversy has blazed up afresh through Mrs. Dyett's remarks, which were to the effect that domestics are "the most pampered class of workers in the world"—and the worst. She added that they seem to have only two ideas in their heads: "What are we going to get eat?" and "How often can we get out?"

Mischief-Makers.

"Perhaps Mrs. Dyett does not realise that the majority of servants do half a day's work before breakfast, writes. "One of them," from Devon.

"Surely, after working hard from 6 a.m. till 1 p.m., the poor servant may be allowed two hours' rest after lunch, especially as she starts work again after tea and works till 10 p.m., at the usual rate of 2s. a day."

"A domestic of Rugby" carried the war into the enemy's camp by a spirited attack on charwomen!

Charwomen—or charladies as they will be called these days—are only in the house a few hours. They expect enormous wages and will only do what they are absolutely obliged to do. I have lived with women who would not have a charwoman in their houses, as they are always making mischief and upsetting the staff.

Back-Biters.

Another domestic sends a letter to Mrs. Dyett, under cover to the *Daily Chronicle*, in which she observes:—

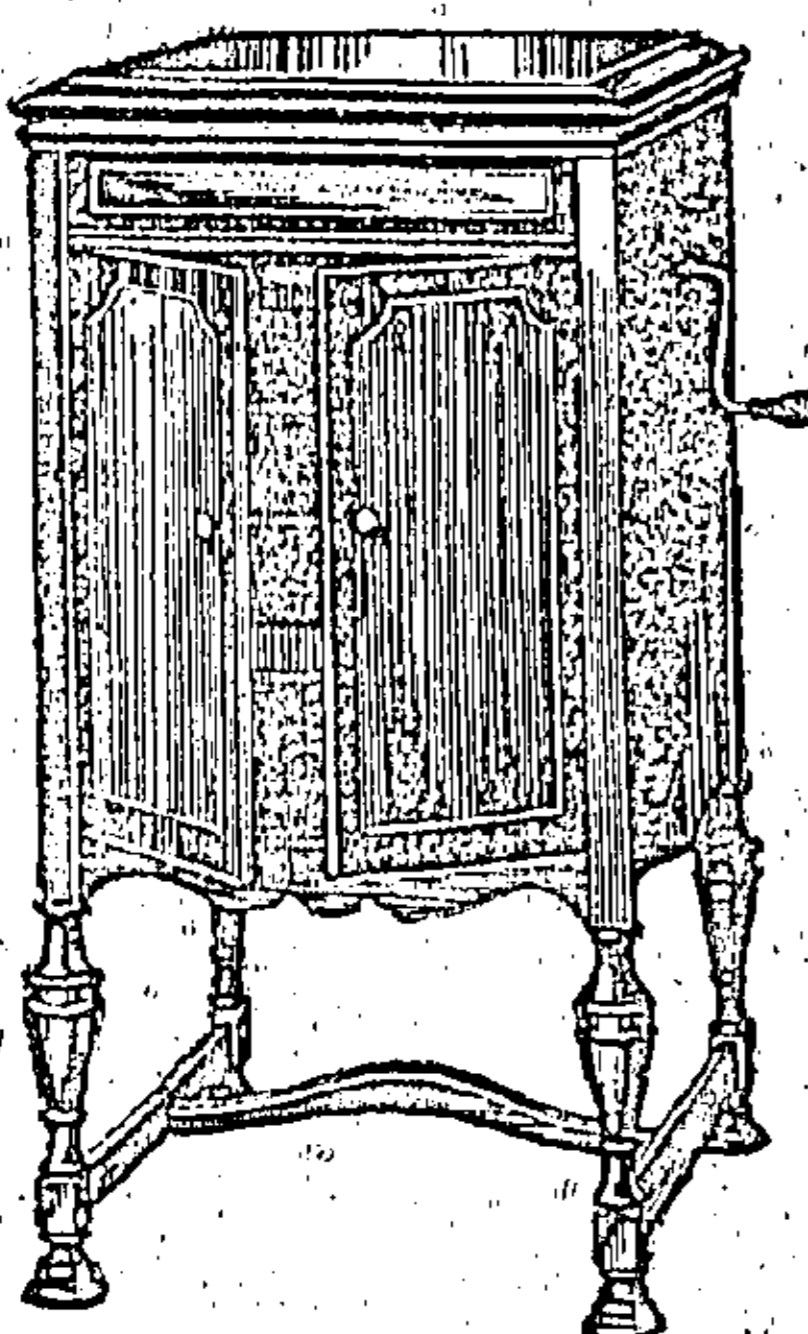
"I would not take a situation where a charwoman came to help for 25 a week, as I have always considered your class mischief-makers and back-biters. I, for one, am not afraid of work, and it may interest you to know that I have been in my situation nearly four years, and I am not a pre-war maid."

"I think Mrs. Dyett is doing a great injustice," says another letter.

When she tells of girls expecting hot water and living the life of the mistress, &c., I expect she is thinking of a few painted-up dolls who think of nothing but curling their hair and powdering their faces every ten minutes. I would like her to know that there are still a few hard-working, honest servants, and not pre-war ones at that!

Mr. Robertson, of Saskatchewan, who is visiting Australia to urge inter-Dominion co-operation in the marketing of wheat, was entertained at dinner in Melbourne by the trustees of the Victoria Wheat Pool.

Richness of Tone



CONSOLETYPE

After long experiment, the Victor Company has created in the Orthophonic Victrola, an instrument whose tone is ideal for the home. There is no blaring, no harshness. The tone of the Orthophonic Victrola is rich, clear and full—the tone of *realism*. We invite you to call and listen to this wonderful instrument.



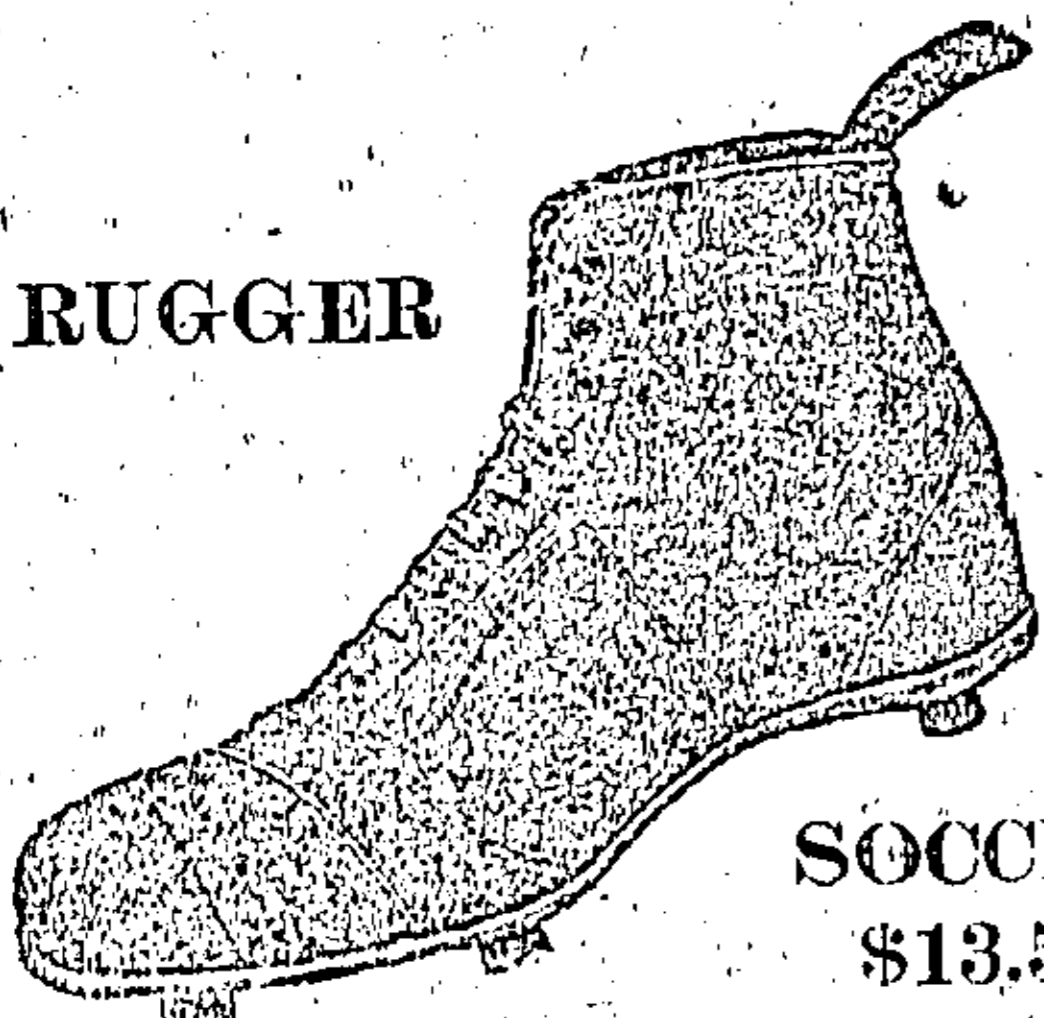
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Victor Distributors.

MANFIELD'S HOTSPUR

Football Boots

RUGGER



SOCCER
\$13.50

**1st Division
English League**

EVERY YEAR BUT TWO
DURING 20 YEARS
EACH OF THE
SUCCESSIVE CHAMPIONS
WON IN
MANFIELD'S BOOTS

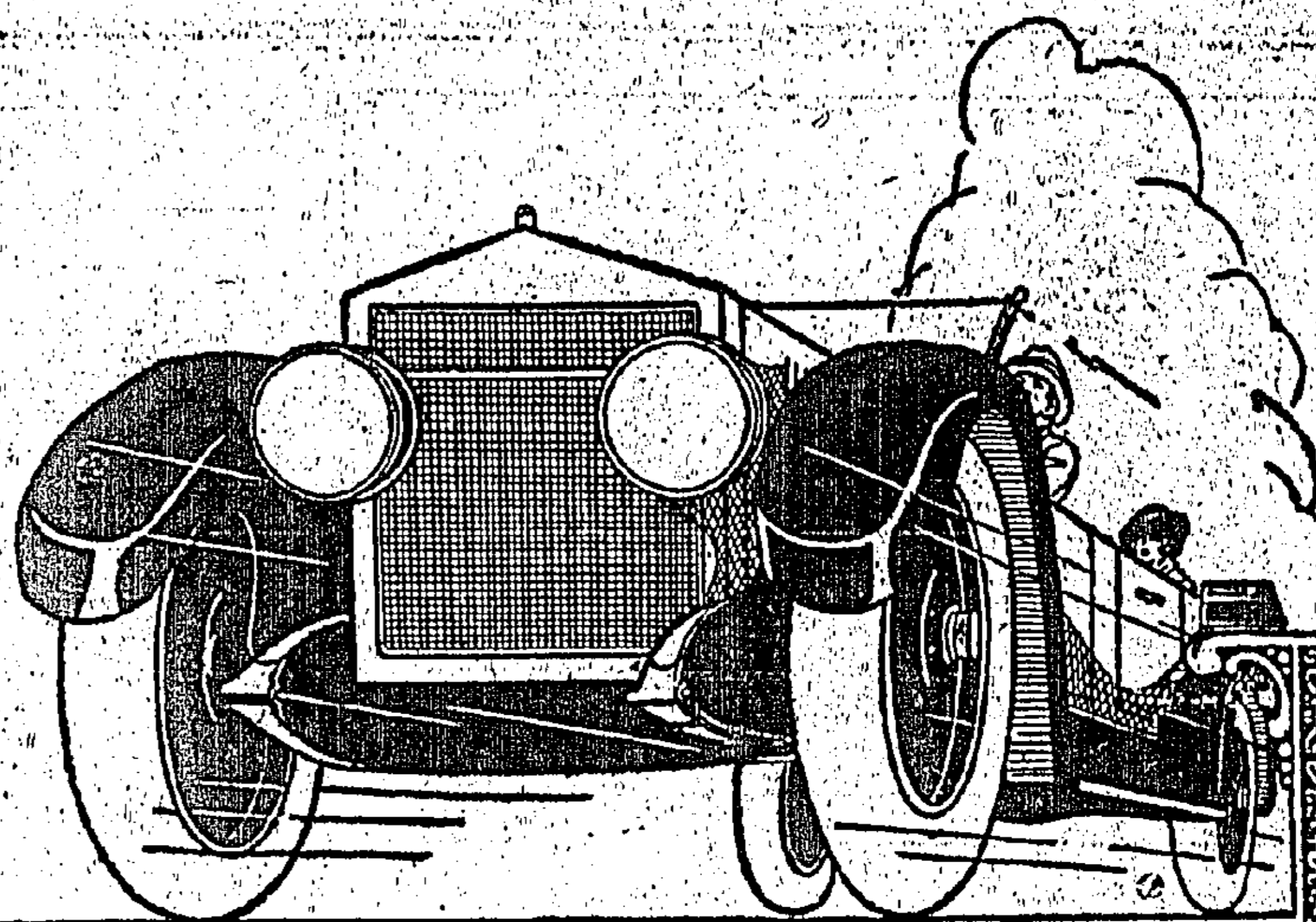
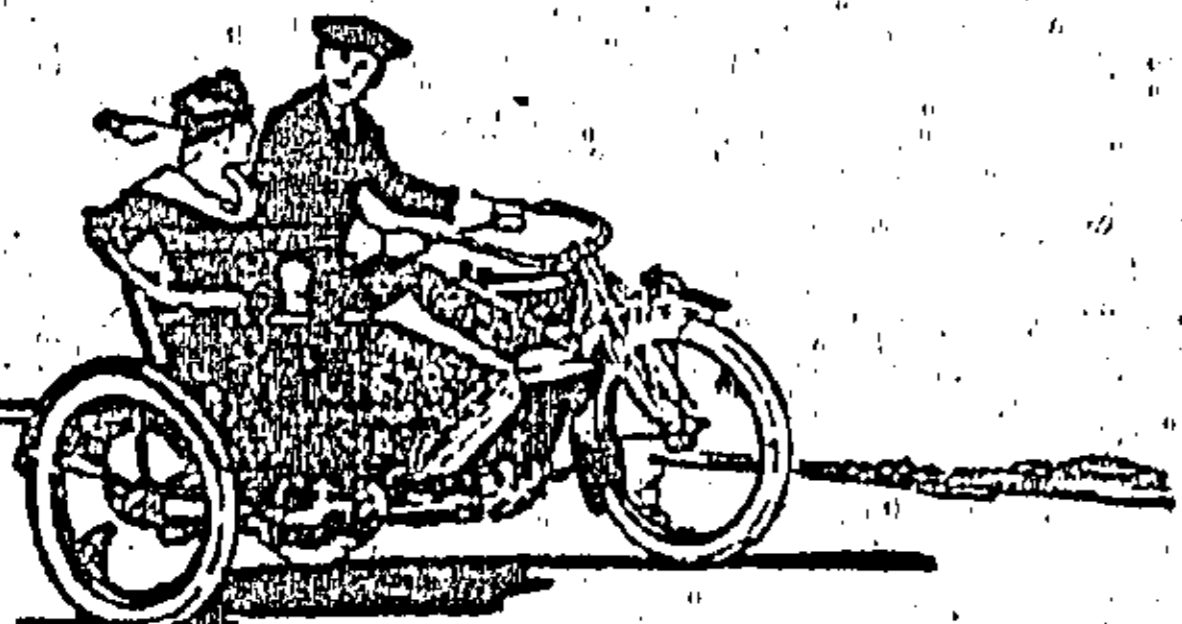
Lane, Crawford, Ltd.
SPORTS SPECIALISTS.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 6th NOVEMBER, 1920.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Connaught Rd. Death-Trap.

The ever increasing number of motor vehicles on our streets emphasises the danger which certain road obstructions cause, and there is no doubt but what the matter must receive the early consideration of the Authorities concerned. Two particularly dangerous obstructions are the latrines situated in the centre of Connaught Road, one in the vicinity of the Harbour Office, and the other a few yards west of the Post Office. Only last week a serious accident was reported, and several minor mishaps have happened quite recently. As these structures are built, there is sufficient clearance for a car to pass on either side, but there is no possible means for drivers to ascertain whether a careless person will suddenly appear in front of his car as he passes, the entrances being so constructed that the individual steps out from the latrine immediately in the path of traffic. When these places were built, motor car traffic was in its infancy, and the advent of fast moving vehicles was not immediately anticipated. The only effective solution is the removal of these conveniences to either a side street, or to a suitable site which would not interfere with the flow of traffic, nor constitute a danger to persons compelled to cross the traffic stream. The Praya is a most important traffic artery, and with the increasing use of commercial motor vehicles, steps must be taken to ensure safety for pedestrians and freedom from obstruction for motor car and lorry drivers.

Safety Regulation.
Most people have noticed at some time or other that certain vehicles carry red number plates, instead of the orthodox black and white ones, and many have speculated as to the meaning of such a practice. A telegraph representative who made enquiries was informed that the red plate indicated the vehicle was in a dangerous condition, and could not be used for public hire. At any time a public vehicle or lorry can be stopped and examined and if found to be "unfit" the machine is taken to the central Police Station where a red number plate is issued. The driver is then only entitled to travel to his garage or a place where repairs can be carried out, and the original number plate is not restored until the vehicle is passed. This is indeed a good idea and safeguards the public in an effective manner. Although no such cases have occurred, people are warned against chartering a vehicle which bears such a plate, as they are not allowed to ply for hire, nor are they allowed to be on the road except for test purposes.

Cars and Cycles.
Although the chief traffic rules are only a matter of common sense, and ought to be easily remembered by the majority yet a Telegraph reporter has on one two occasions been nearly involved in an accident owing to one of these simple rules being ignored. These incidents occurred over a matter of the right of way, at a spot on the road to Lai-chikok where the road is up. On two different occasions, at two different places where there was only room for one vehicle to pass at a time, the motor cyclist had the right of way, but approaching cars, in stead of allowing the motor cyclist to pass out into the narrow parts thereby driving the cyclist off the road. On one occasion he was driven on to the railway lines, and

narrowly escaped knocking down a little girl. Apart from taking the roles of road hogs, the drivers of these cars displayed a lamentable lack of courtesy, only one having the decency to stop, and the suggestion is advanced that owners should instill a little knowledge of the regulations, and what is more politeness into their drivers, then these unpleasant incidents might be avoided.

Parking.
It does not seem to be generally known that private motor cars may park on the open space outside the City Hall, and we are asked to again draw the attention of car-owners to this facility. As we pointed out quite recently, it is unfair for private cars to be parked in Pedder Street for several hours at a stretch, thus depriving owners who are shopping, or making brief calls, of the convenience of leaving their cars at a central place. The City Hall Square is not so central, but business men who leave their cars in the City during the hours they are at office, will surely not object to co-operating with the Authorities by leaving Pedder Street available for the day's casual traffic. One of the Automobile Association's Scouts is on duty at the City Hall stand, so that there need be no fear of cars being interfered with.

At Kowloon.
The parking question is becoming quite a problem in the vicinity of the Kowloon Ferry, and an extension of the present covered stand is urgently needed. Something should also be done with regard to the chaotic condition of traffic in proximity of the Ferry approaches. At the moment, motor cars, motor cycles, rickshas, taxis, buses cause considerable confusion, and a scheme which would effectively divide them into orderly streams is unquestionably required. Kowloon is a rapidly growing district, and modern transport methods are likewise growing space, and the existing confusion during the busy hours of the day calls for the most careful consideration of the traffic problem. When the new hotel is open, it may be reasonably expected that the traffic will become even more congested, unless a satisfactory solution has been found in the meantime.

The H.K.A.A. Badge.

Whilst discussing motor cyclists, it is noticed that only a few carry the Association's badge, a fact which is hardly complimentary to the Automobile Association which provides uniformed patrols now to watch over machines during the owner's absence. This service is of great value to both motorists and motor cyclists alike, and the annoyance so often reported in the past of losing accessories etc. from machines, is stopped as a result of the supervision provided. The subscription for a motor cyclist is only five dollars per annum—much less than the value of property stolen from some machines in the past.

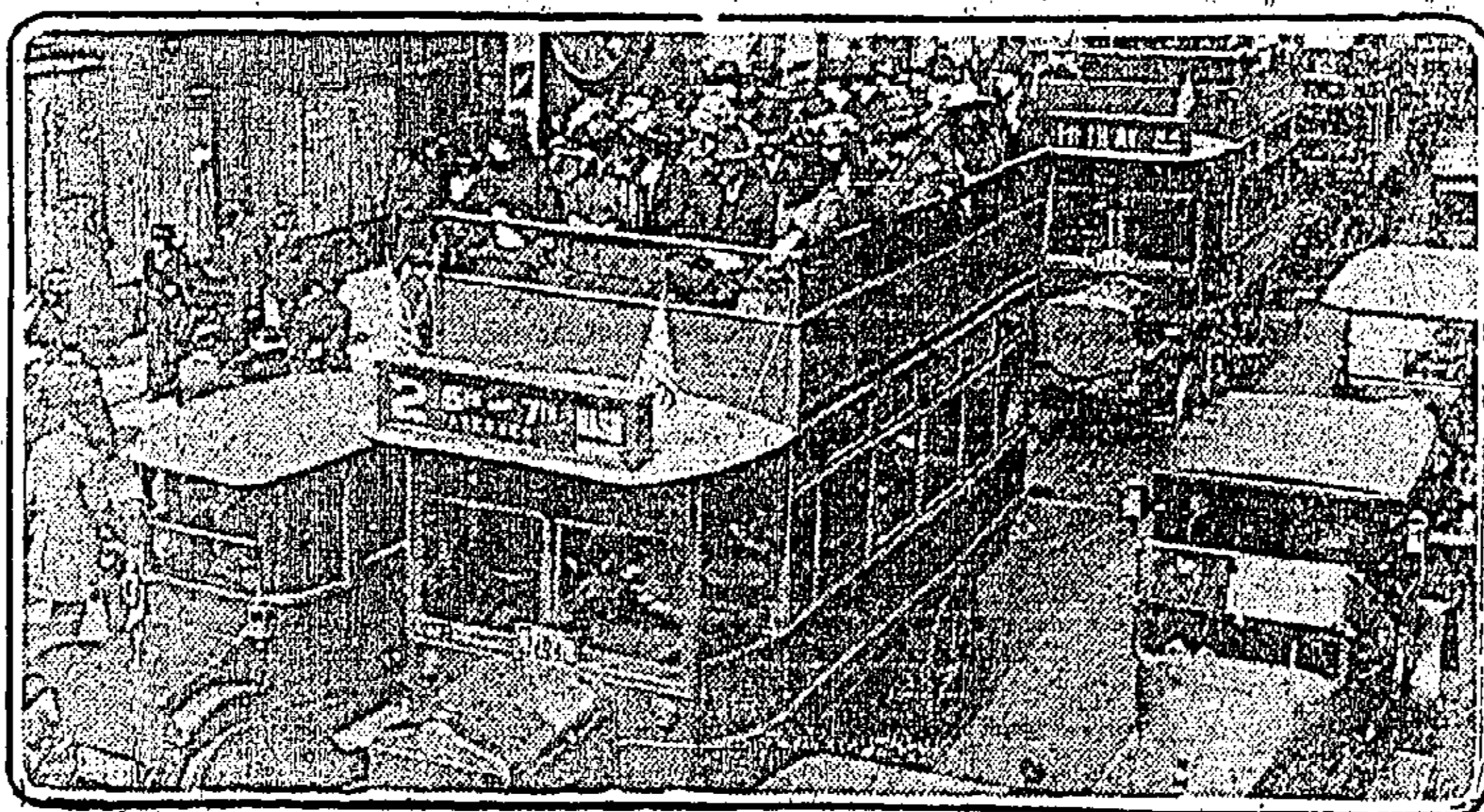
New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—
T. G. Patterson
Dr. Crull
(German Consul, Canton)
T. H. Allan-Ward
G. Anderson
H. D. Allgood
A. R. Botelho
D. L. King
F. S. Adey

SIGHTSEEING IN NEW YORK.

FULL OF SIGHTS AND ENTERTAINMENT.

(Special Article to The Hongkong Telegraph by Israel Klein.)



An island 13 miles long and a little more than two miles at its widest is the sightseeing goal of every person in the United States and millions of others in the world.

It's New York.
There's more to New York than this little island called Manhattan. More in area, but little more by way of attraction. On this island are the historic areas and buildings about which the story of New York's progress is built. On it are the theatres, the tall skyscrapers, the unique colonies, the night clubs and the famous shops known to all the world.

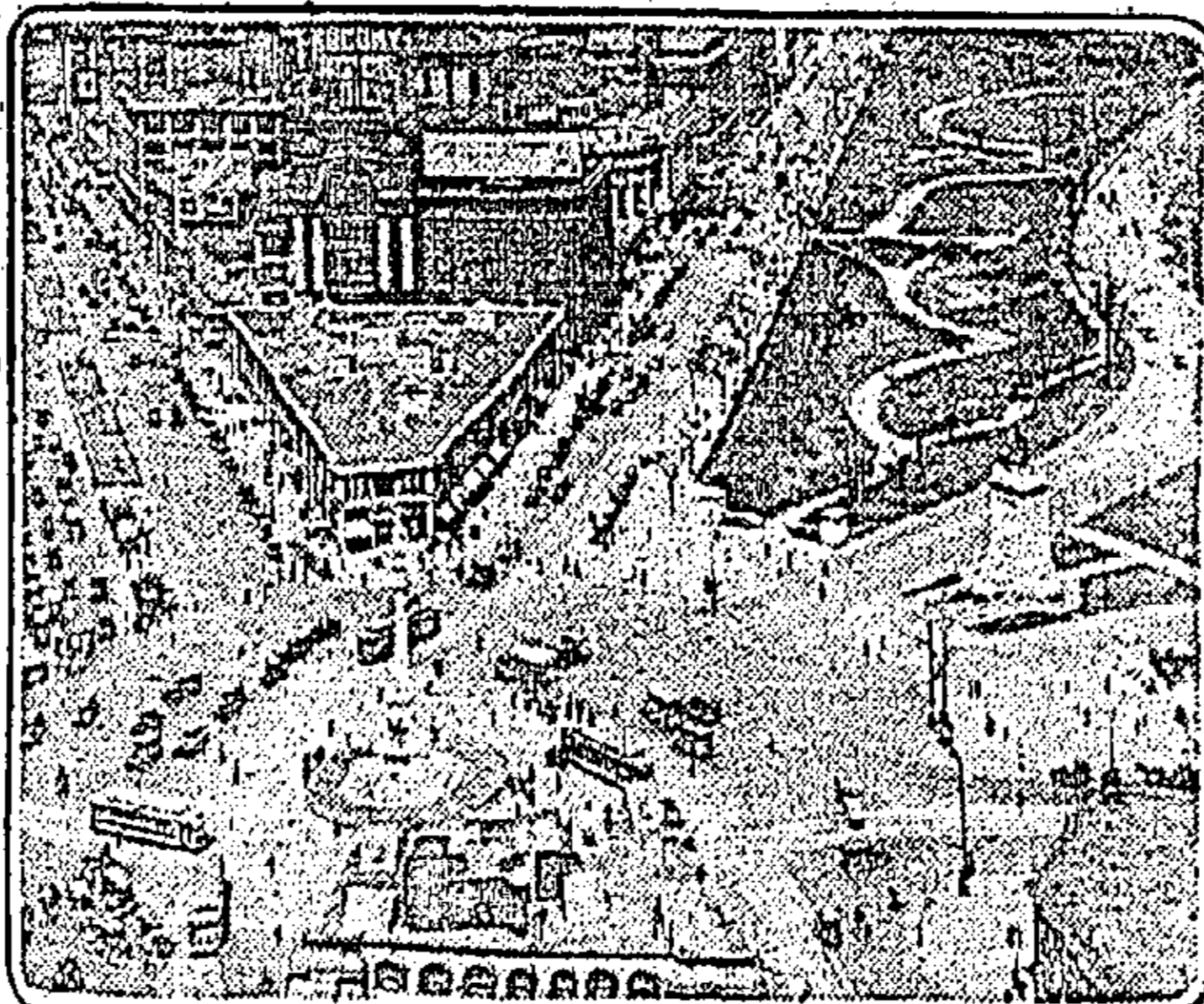
Here is an island of only 26 square miles, with a population of 2,500,000—greater than that of the states of Arizona, New Mexico, Nevada, Montana, Idaho and Utah combined. And into it commute a million or so more each day, to take up their work in the skyscrapers of the downtown section.

ITS STREETS ARE JAMMED.
Packing this into such a little area has resulted in the most compact mass of buildings and humanity in the world. Streets are narrow and limited. The narrowness of the island compels the use of only 15 streets running along its length, north and south, even this number narrowing down to a third at its upper end. These few streets are the main arteries of Manhattan. They're wide enough, compared with main streets in average cities. But the heavy traffic makes it almost prohibitive for those not acquainted with New York conditions to drive through this section.

Yet the tourist must buck this jam when he enters New York from New Jersey, or if he wants to visit any of the resorts and home cities of Long Island. All the bridges and ferries to Long Island are below 59th street. All the ferries from New Jersey, except two, are below 42nd street.

It is important, therefore, that the tourist knows the layout of the island and its traffic regulations even before venturing into it. New York has only two general "ports of entry" for tourists—from the north and from the west.

EASY ENTRY FROM NORTH.
Coming down from the north is less difficult than entering from the west. For the northern entry strikes the island in its less busy, although quite populated, state. If the tourist comes down the Hudson River from the direction of Albany, he has a clear, broad road to follow directly into New York. There are two splendid highways on either side of the



Hudson, each affording the traveller a remarkable view.

A little below West Point, on the west bank of the river, he may cross the new toll bridge at Bear Mountain to the Albany Post Road and go south along what is the extension of Broadway, through Peekskill, Tarrytown, Dobbs Ferry and Yonkers to Manhattan. Or the driver may continue along the west coast to ferry to Manhattan at Englewood or Edgewater, New Jersey. These take him to Dyckman street at the extreme north of the island, or to 130th street, farther down.

Further inland is another highway paralleling the Albany Post road and reaching Manhattan by way of the wide Grand Boulevard and on down through Fifth or Madison avenues. From Massachusetts, Connecticut and the other New England states, the famous old Boston Post road is the best route into New York. This hugs the north shore of Long Island Sound through Hartford and Providence, and shoots off northward along one of the finest highways in New England.

Although this is the main road, there are two branches entering the city from this direction, and passing two large auto camps at Pelham Bay Park. There are camps also on the New Jersey side, a little above Manhattan, where the tourist may leave his car while he takes a ferry and then a bus down through the island.

FERRIES FROM WEST.
Coming into Manhattan from the west, the tourist has to ferry across by one of four routes. If he has travelled along the Lincoln Highway through Newark, he'll find himself in Jersey City at ferries taking him to Cortlandt or Desbrosses streets, in the

southern and thickly crowded point of Manhattan.

Crossing Manhattan east and west the traveller should remember that all streets below 59th are one-way streets, alternating east and west. The old-numbered streets are for west traffic, the even-numbered for east. And if he happens to be below First street, in the named streets, the "One Way Street" arrow signs will guide him.

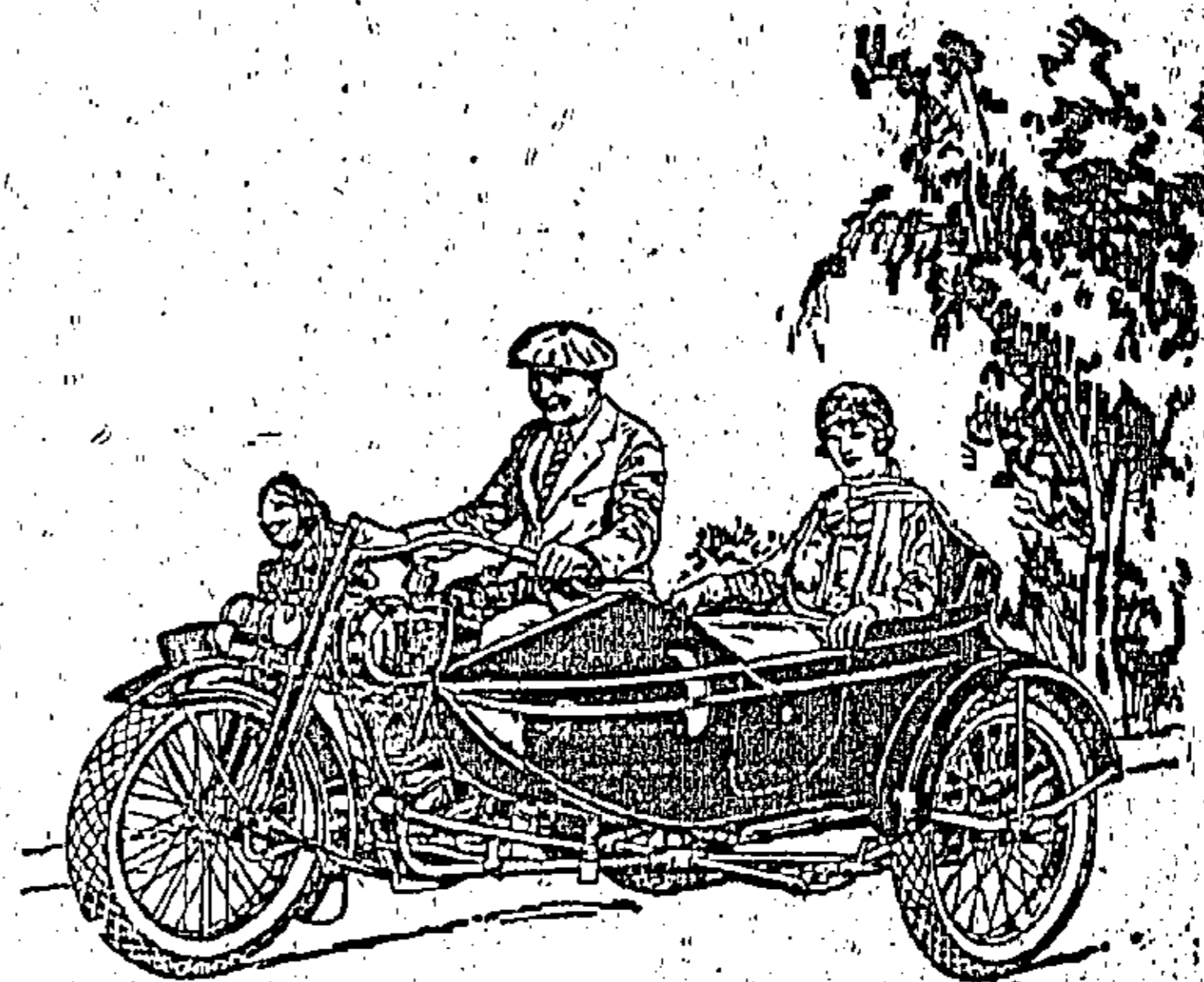
Only in the case of main crosstown streets, is this rule broken for two-way traffic.

To reach Long Island, with its Coney Island, Rockaway and many other famous resorts and exclusive sections, the stranger should avoid the main highways. Coming from the north, he should cut across immediately to First Avenue, a wide street taking him directly to the plaza of the Queensboro bridge.

This is the beginning of the highway lying along the north shore of Long Island and passing Oyster Bay, Huntington, Lake Ronkonkoma and other prominent points.

Queens Boulevard, off the same bridge, takes the tourist to Long Beach and Babylon. To avoid lower Manhattan traffic, the driver may cross the Queensboro bridge at 59th street, and turn south through Greenpoint, into Brooklyn, whence he may travel along Bedford avenue to the southern side of the island. This would take him to Coney Island, Rockaway and as far as Montauk Point.

The southern route may be reached also by crossing the three bridges at the lower end of Manhattan at Delancey street, Canal street or the Brooklyn Bridge plaza. This, however, would require winding through some of the busiest streets in the city.



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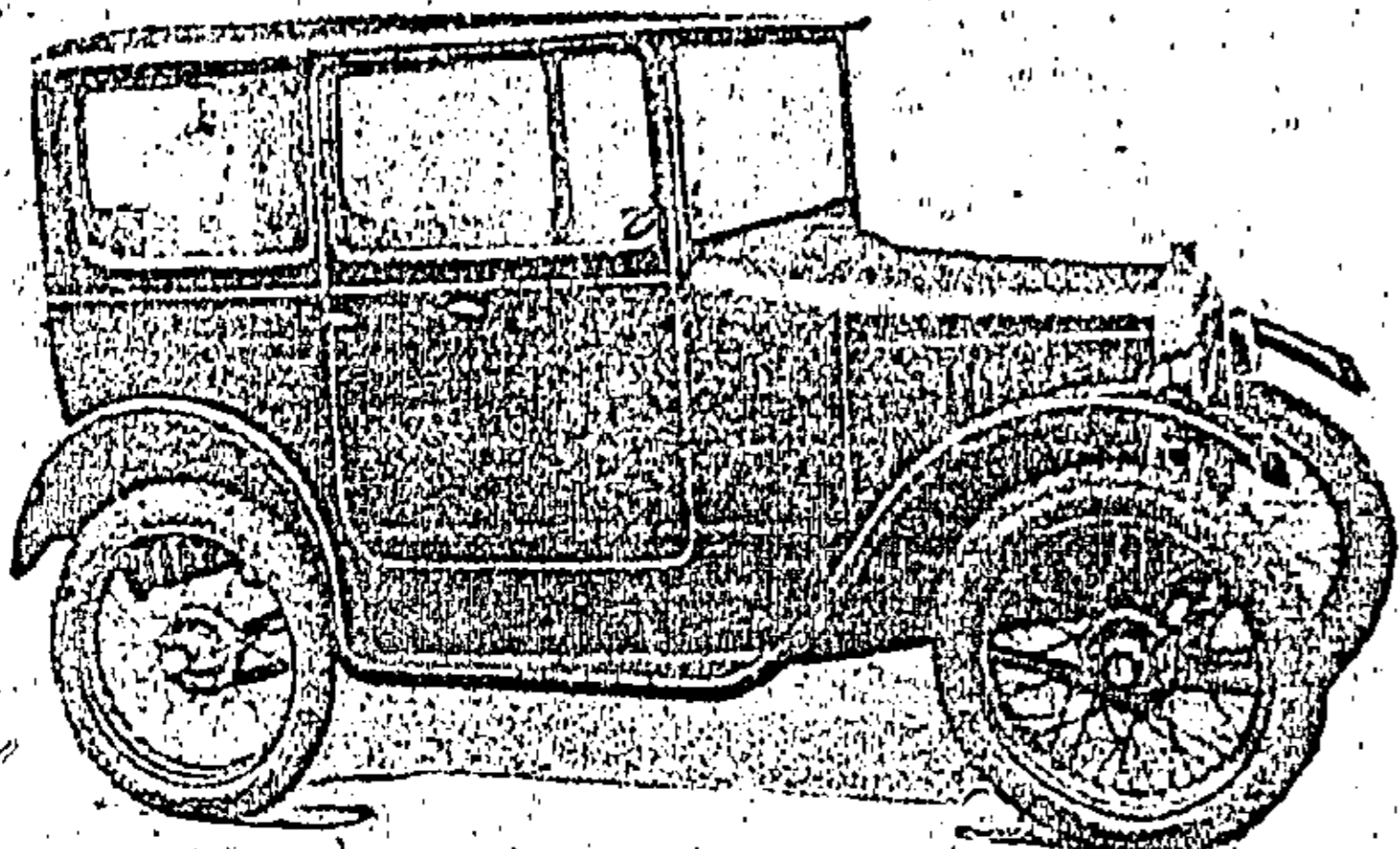
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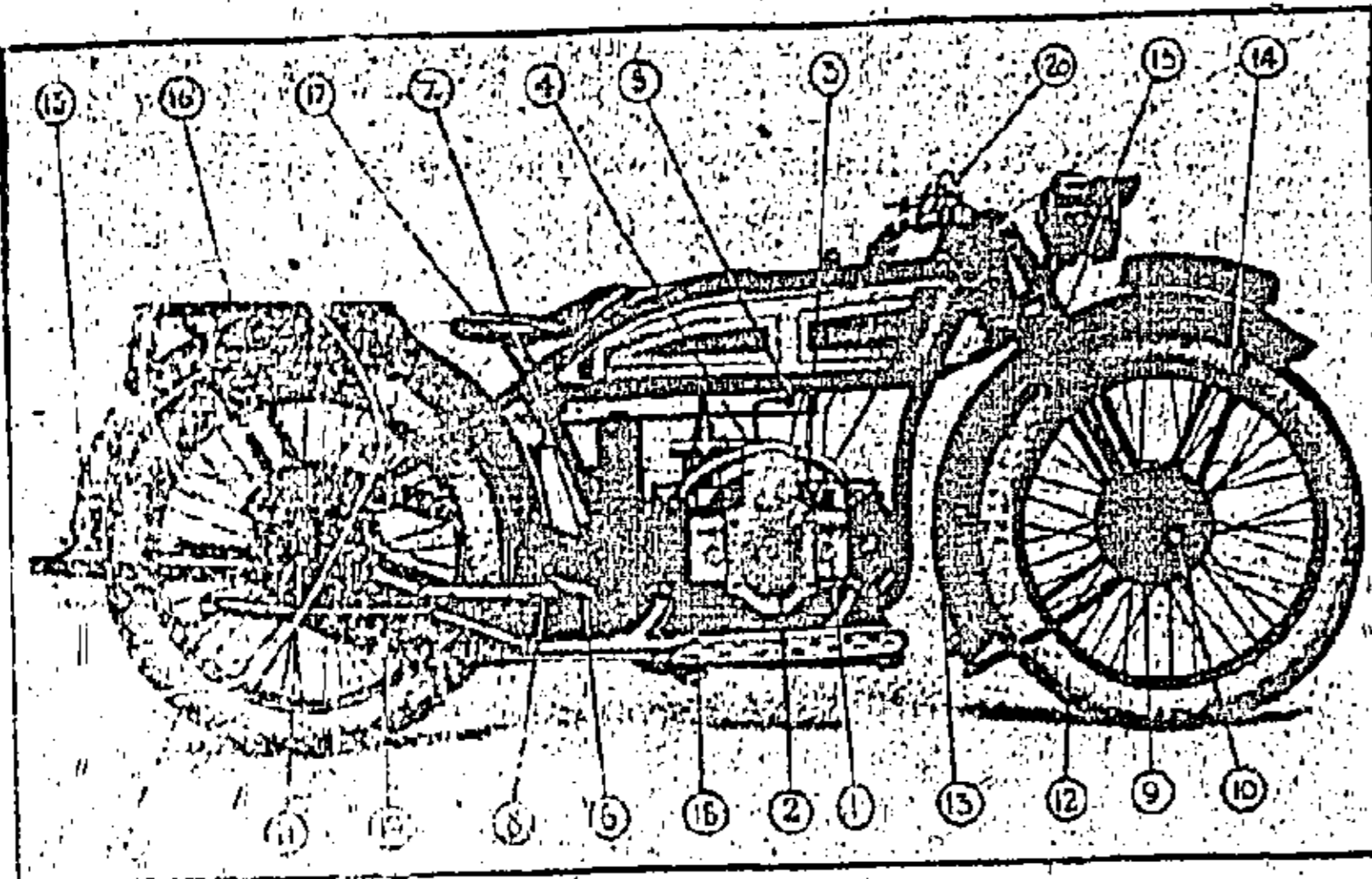
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THIS IS HOW YOU MIGHT LOOK, AND FEEL, IF YOU DRIVE THROUGH HEAVY RAIN, WITHOUT A WINDSHIELD CLEANER.

By W. T. Morris.

The first essential of safe driving—or safe walking—is to be able to see where you are going. Stormy weather brings increased hazards and difficulties, not the least of which is the obscuring of the motorist's vision through snow, sleet or rain on the windshield. It is difficult to see the road clearly in stormy weather and it is impossible to drive safely, unless the windshield is clear.

Every car should have a windshield cleaner, either automatic or manually operated. The automatic device is a great convenience and a valuable safeguard as it permits you to keep both hands on the steering wheel, where they should be at all times while driving.

Coating the windshield with a mixture of equal parts of alcohol and glycerine may be of some help in keeping the windshield clear but don't depend on it in a heavy storm.

A visor for the windshield is also thoroughly worth while in both good and bad weather. It shades your eyes from the glare of the sun and keeps heavy rain from blurring the windshield between the strikes of the automatic wiper. Most new cars now come equipped with this safety accessory.

Lastly, in the interest of clear and safe vision, do not clutter up your windshield view with stickers. Once a fad, stickers on the windshield are now frowned upon by public safety directors and in some cities are actually prohibited by ordinance.

DEMAND FOR A PETROL TAX.

PROBLEM FOR MOTOR-CAR DESIGNERS.

OWNERS IN FAVOUR.

Will the petrol tax return? This is the question to which all British motor-car manufacturers are busy guessing the answer at present, says a Home paper.

Horse-power, of course, is the basis of motor-car taxation now; but all motorists are convinced that this is an unjust basis, and, headed by the Automobile Association and the Royal Automobile Club, a vigorous agitation is being organised throughout the country in favour of a return to the petrol tax.

If this agitation is successful it will alter the whole trend of motor-car engine design in Britain.

The horse-power tax—which amounts to a tax on the cubic capacity of the cylinders of a motor-car's engine—has developed the small but immensely efficient engine as the outstanding feature of British manufacturing practice. An engine nominally (and legally) rated at 12-h.p. often develops anything from 50 to 70-h.p. in actual practice.

American manufacturers, on the other hand, specialise in engines of from 20 to 25 nominal horse-power according to our rating. Since the horse-power tax was imposed our 12-h.p. class cars have held their own in competition against their 2025-h.p. American rivals, which sell at only slightly higher prices, despite the McKenna import duties.

AMERICAN CARS.

If the petrol tax were re-established British manufacturers would have to compete against their American rivals on a much more equal basis. The petrol consumption of these larger American engines is not much greater than that of British super-efficient engines of much lower horse-power, while the accommodation and luxury afforded by the larger American vehicle are naturally more attractive.

British manufacturers, therefore, are faced with the possibility

MOTOR CYCLING.

THE CASE FOR THE PILLION.

Contrary to the popular belief of the opponents of pillion riding, the presence of a pillion passenger on a motor cycle tends to increase stability and safety rather than otherwise. The addition of weight does not reduce the factor of safety. The accurate balance of the motor cycle is in no way diminished by the pillion passenger—rather the reverse.

There is no greater fallacy than that which seeks to suggest a motor cycle is not under proper control when a pillion passenger is carried. A pillion passenger does not increase the anticipation of danger, provided he or she sits astride and the driver remembers the increased weight on the back wheel.

Statistics show that pillion riding has no greater percentage

of having to change their policy, in order to produce motor-cars with larger but less tremendously efficient engines, which would compete with American productions in their own class.

Such a change in policy would entail a large capital expenditure in scrapping existing plant and laying down new machinery and in research work.

Motorists as a body would welcome a return to the petrol tax," said a director of a famous British firm of motor-car manufacturers to a newspaper representative. "There can be no question of the unfairness of the horse-power tax. An immense lorry and a large private motor-car pay the same tax, yet the lorry, thundering along with a five-ton load and solid tyres, does ten times as much damage to the roads as the private vehicle.

"The lorry," he continued, "naturally uses much more petrol than the private motor-car, so that petrol tax would ensure that those who damage the roads most would pay the most towards their reconstruction.

A petrol tax would also remedy the grievance of the man who uses his motor-car only at week-ends. At present he pays just the same tax as the man who uses his car all day and most of the night as well. If a petrol tax were in force, he would naturally only pay for the roads as he used them."

of injuries than any other form of sport.

But pillion riding may claim to be more than a sport—it is a cheap and efficient means of transport. There is no call for the suppression of the pillion riding as a dangerous sport any more than in hunting, mountaineering or boxing. The motor cycle is cheaper than the railway for cross-country journeys, and provides wonderful opportunities for increasing health, pleasure and knowledge.

It can safely be urged that there are no avoidable pillion accidents due to causes for which pillion riding as such is responsible. Negligence, foolhardiness, bad road conditions are common to all forms of road transport. Let us regain a sense of proportion and remember how few accidents there are in view of the fact that there are probably nearly 100,000 pillion riders in Great Britain every fine weekend.

Pillion riding is essentially a democratic form of transport, and enables large numbers of the working classes to enjoy fresh air and the beauties of Nature. To forbid it would tend to prevent young married couples—often compelled to live in lodgings—from gaining easy and cheap access to the countryside. The railways are too dear and railway delays too numerous.

A few months ago the Carshalton Motor Cycling Club held a "Pillion Trial" on a wet day over the Surrey hills and secondary roads. Nearly every machine completed the course. There were no accidents or untoward events. This trial is included in "The Motor Cycle" film on view at Olympia during the Motor Cycle Show.

The suppression of pillion riding would have a damaging effect on an important British industry. The growth of pillion riding shows the demand for a dual use of machines. Its suppression is likely to stem demand, with consequent bad effect upon employment. A diminution of sales tends to increase production costs, with the further bad effect on Britain's flow of motor-cycle exports to the Dominions and to the Continent—in competition with American and German machines.

The importance of this trade is shown by the fact that in 1925 the British cycle and motor-cycle industry created a credit item in the national balance sheet of £6,329,770, which represents a balance of £5,886,033 in exports over £443,737 in imports.

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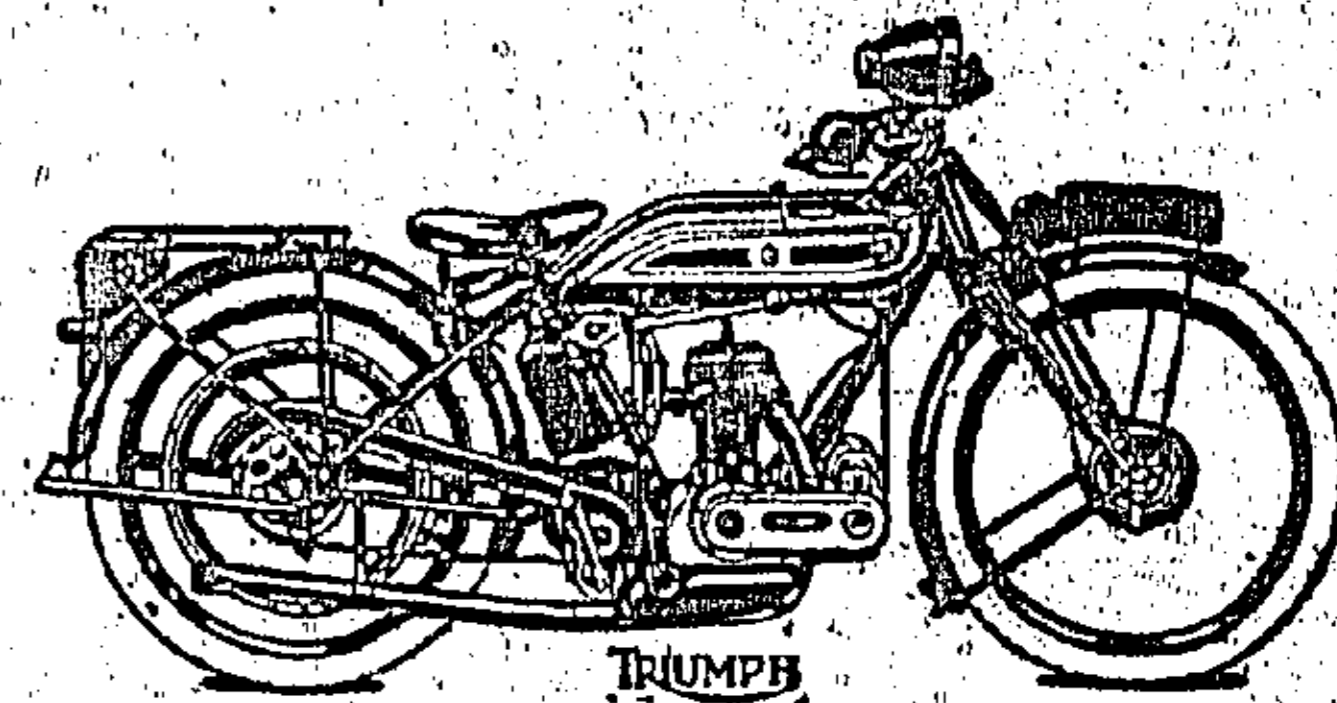
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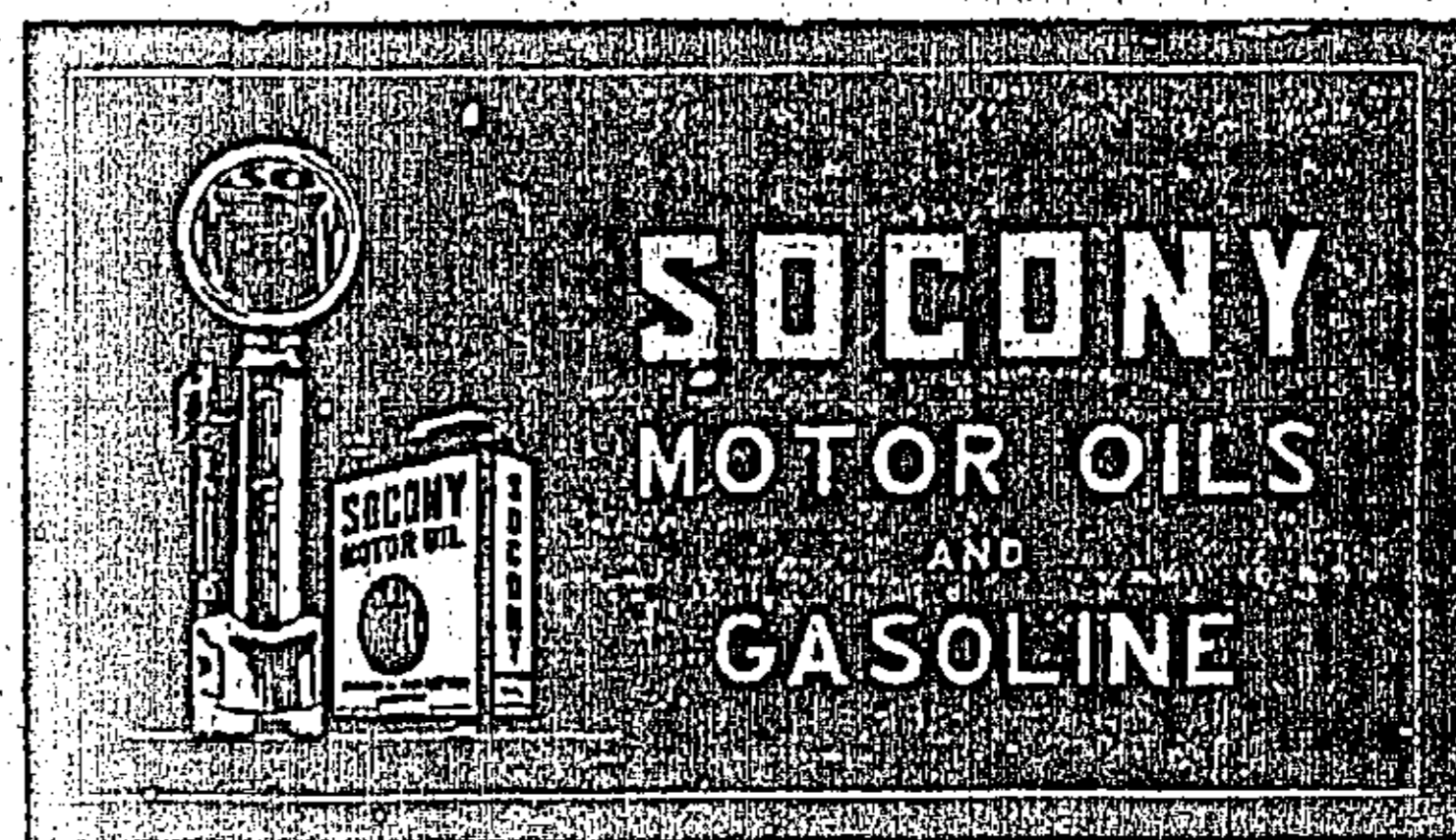
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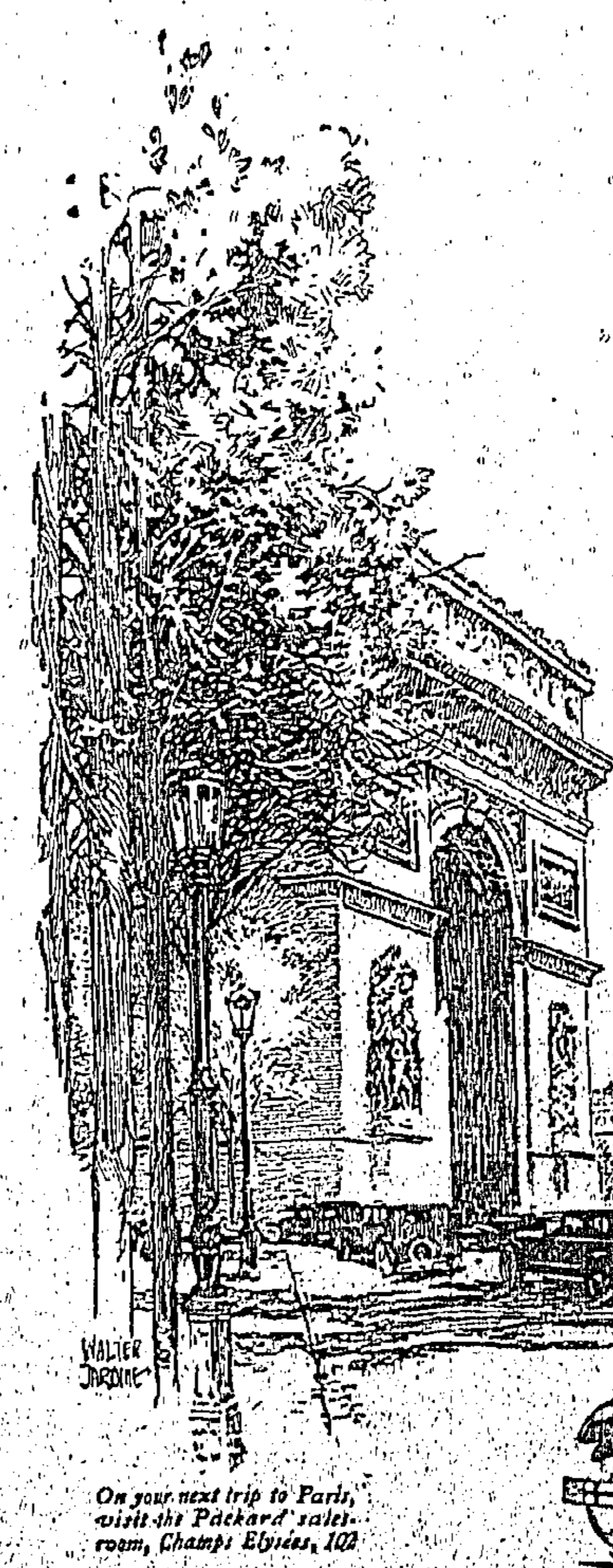
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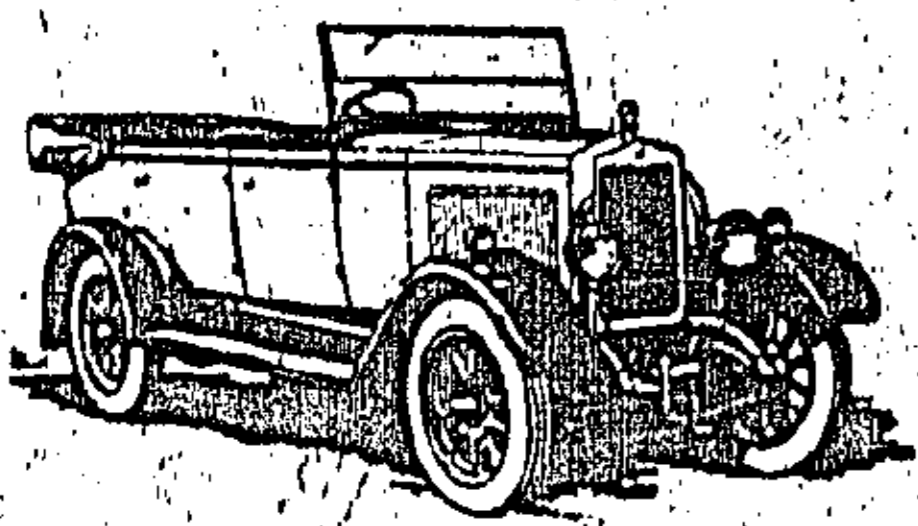
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BRITISH MOTOR EXPORT TRADE.

AN ANALYSIS OF RECENT GENERAL IMPROVEMENT
AND OF FUTURE PROSPECTS.

By a London Correspondent.

The reward that British motor manufacturers are receiving for the close attention that they have recently paid to the overseas markets is well indicated by the fact that in 1925 almost 20 per cent. of the total production of the industry was exported, whereas in 1923 only about 7 per cent. of the total production was shipped overseas. Moreover, in the two years, the total British production supplied to the home and overseas markets increased very largely, with the result that the exports for 1925 were equivalent to something like one-third of the total production of the industry in 1923. Continuation of this improvement is shown by the fact that for the first four months of 1926 the export figures were some 33 per cent. higher than for the corresponding four months of 1925.

Increase in World Trade.—The general improvement indicated by these figures does not result from an increased demand in any one or two overseas markets, but from a general improvement such that, with practically no exceptions, the exports to every overseas market increased in 1924 as against 1923, and again in 1925 as against 1924. Figures of export of British motor vehicles, carefully compiled by the statistical department of the Society of Motor Manufacturers and Traders, Ltd., have been analysed, and the figures for the principal markets are found to be as follows: Australia, being the largest purchaser of British motors, is placed first, and the other overseas Empire markets in order which accords with the number of vehicles that they have taken during the year 1925.

Australia.—The improvement in 1924 as against 1923 was such as to represent an increase of 97 per cent. in the number of British cars sent out. In 1925 as against 1923 the improvement was no less than 420 per cent.

New Zealand.—The increase in 1924 as against 1923 was about 137 per cent., and in 1925 as against 1923 it was 374 per cent.

India.—Exports to India during 1924 showed improvement of 126 per cent. over 1923, and in 1925 the increase was 300 per cent. as compared with the same year.

South Africa.—Here the improvements as against 1923 were 140 per cent. in 1924, and 540 per cent. in 1925.

Straits Settlements.—The corresponding figures in this case showed a 250 per cent. increase for 1924 and an increase of nearly 1,000 per cent. for 1925.

Ceylon.—Here the figures of increase as against 1923 were 140 per cent. in 1924, and 525 per cent. in 1925.

Federated Malay States.—In this case the increase were enormous. In 1923 the exports to this market from Great Britain were very small. In 1924 they showed an improvement of over 800 per cent. and in 1925 an improvement of very nearly 4,000 per cent.

British West Africa.—Here the increase in 1924 was 184 per cent., and in 1925 it was 307 per cent. over the figures of 1923.

British East Africa.—Here the increase in 1924 as against 1923 was about 410 per cent., and in 1925 as against the same year 730 per cent.

Other miscellaneous Empire markets also showed a very marked improvement, and the same applies to British exports to foreign countries. These were rather more than doubled in 1924 as against 1923, and again very nearly doubled in 1925 as against 1924.

As regards total exports, the 1924 figures showed an improvement of 150 per cent. as against 1923, and the figures for 1925 as compared with those of 1923 showed an increase of 360 per cent.

ON CANADIAN TOUR.

Alfred Reeves, general manager of the National Automobile Chamber of Commerce, is making a tour through eastern Canada, with a view toward learning of Canadian needs in motor vehicles and to tell Canadians of the motor activities in the United States.

THE MOTOR CYCLISTS' MECCA.

Olympia, the Mecca of motor cyclists, now stages scenes of great animation. With the advent of the Annual Show a vast amount of interest is created amongst all enthusiasts of the pastime, particularly as it forms the occasion upon which manufacturers are wont to reveal their secrets and uncover their new models in all their glittering glory.

But before the curtain was rung up the various designing and experimental staffs were hard at work trying out and thoroughly testing new ideas, so that on the score of making assurance doubly sure the manufacturers can rely upon their models being the last word in motor-cycle construction.

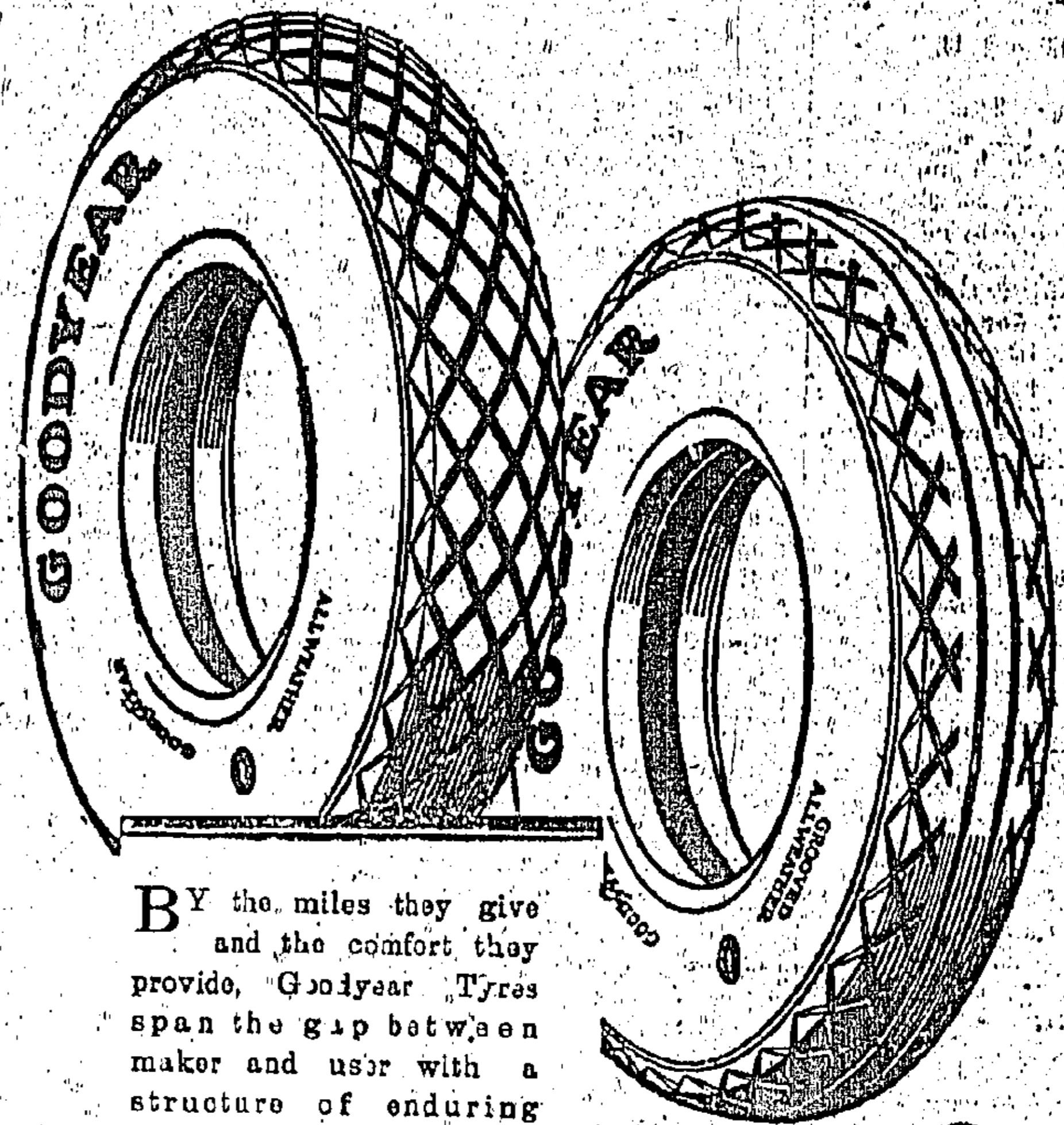
Thoroughness has won for British makers the motor cycle markets of the world, and they are not only intent upon keeping these, but consolidating their position of supremacy. Talking of thoroughness brings to mind the name of the Triumph. It would be difficult to estimate the influence which this pioneer firm has always exerted upon the minds of the motor cyclists the world over. Throughout the history of motor cycling one name stands out first and foremost, that of the Triumph. As in past years, the exhibits of this famous firm at Olympia are bound to occupy the centre of the stage.

KING ALFONSO.

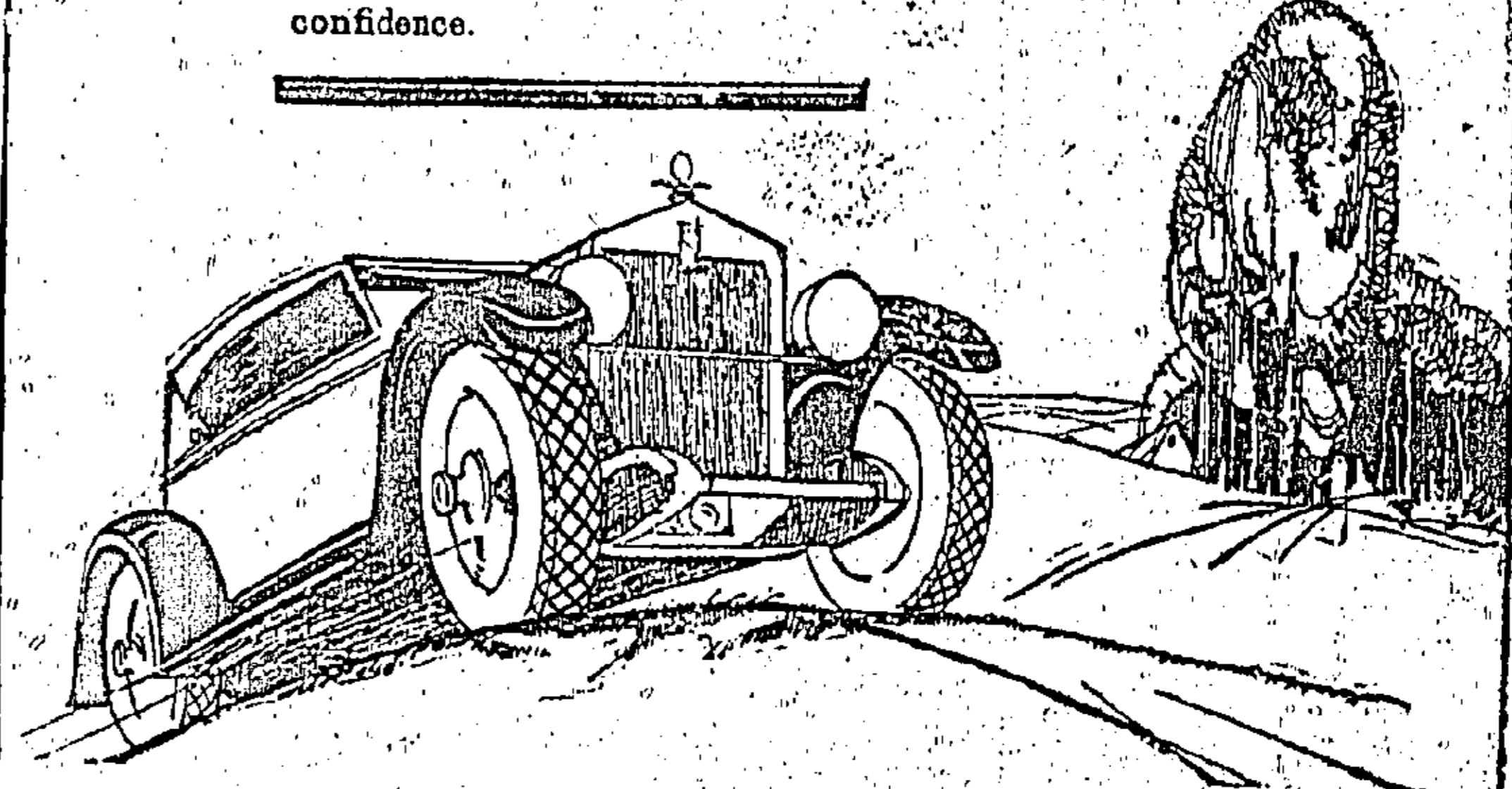
ROYAL INTEREST IN
SUNBEAM CARS.

Before the Spanish Grand Prix Race was run at San Sebastian, His Majesty King Alfonso of Spain inspected several of the cars, and was very much impressed with the 4-litre Sunbeam which was driven by Major Segrave. His Majesty had a lengthy conversation with Major Segrave, and was keenly interested in the design of this remarkable car.

King Alfonso is perhaps the most experienced Royal motorist in Europe, and has a large fleet of fast cars, and frequently drives himself.



BY the miles they give
and the comfort they
provide, Goodyear Tyres
span the gap between
maker and user with a
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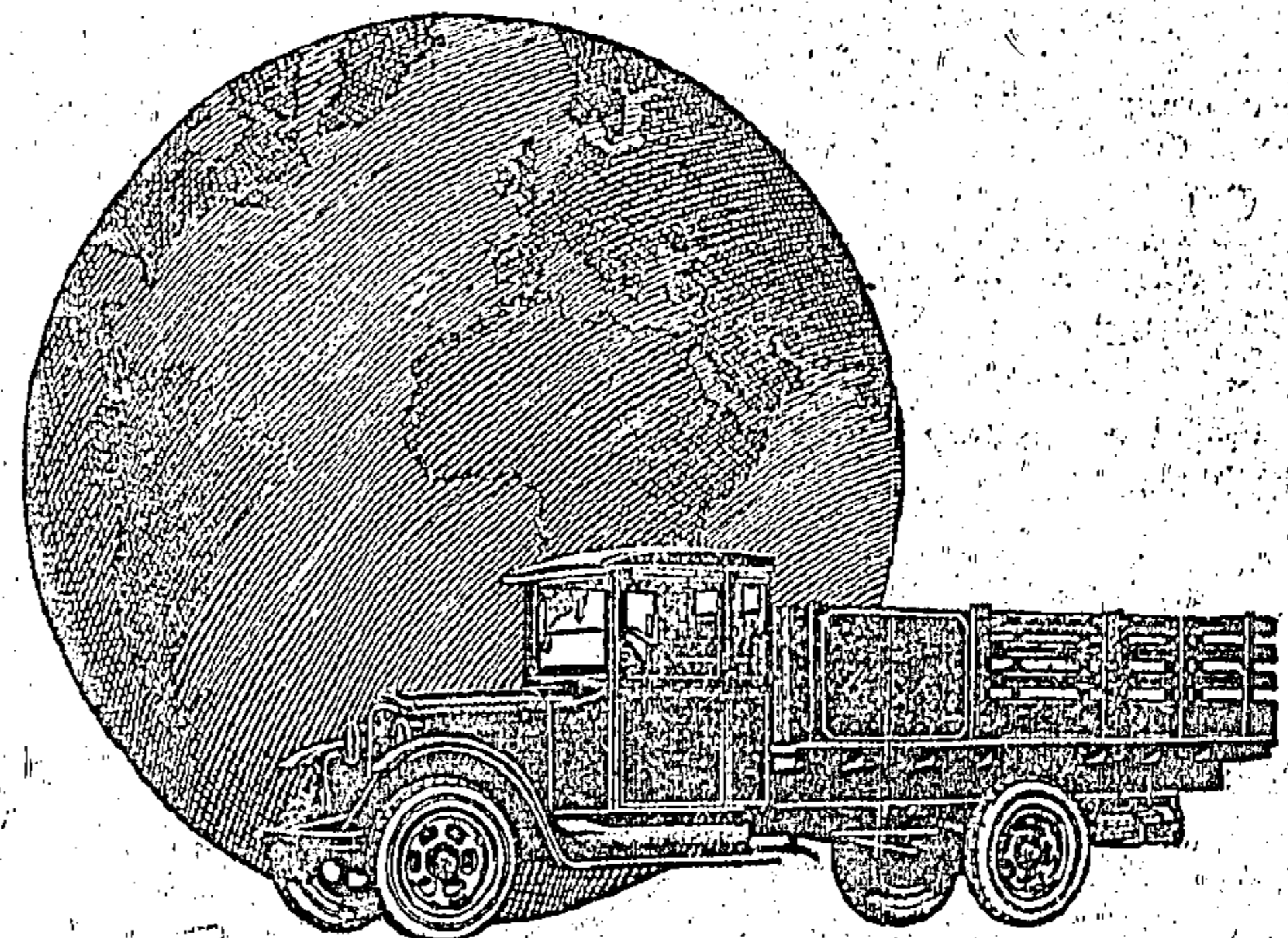
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Exports during the same eight months were 60% higher than during the first eight months of 1925.

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STUDEBAKER

COMPULSORY INSURANCE.

OPPOSITION IN U. S. A.

New York Sept. 21st.—Injunctions are in order against the enforcement of two important compulsory insurance laws. They're the beginning of what is deemed here a national campaign against another taxing movement, following the success of the gasoline tax laws.

Compulsory insurance is in force in New Jersey and is to come into force in Massachusetts Jan. 1.

In New Jersey, the owners of "Drive-Yourself" cars have banded together to combat the enforcement of the compulsory insurance law against them. An injunction has been issued restraining the insurance commissioner from collecting the necessary premiums from these owners.

Although the compulsory insurance law in Massachusetts had been inactive for two years, opposition is just beginning to form against it, now that time for its enforcement approaches.

This opposition is being formed by the motor clubs, large taxi companies, trucking companies, insurance companies, state officials and politicians. The coming elections for U. S. Senator from Massachusetts may depend to a great extent on this law.

CARS SEEN IN DARK.

A street railway company of San Francisco has adopted a safety first idea by painting both ends of a street car white and using reflecting lights, so that a person driving an automobile at night will be able to see the car several blocks away.

TRUCKS TO MARKET.

All of the produce brought into the Minneapolis city market comes by motor truck, R. A. Adams, market master, reports. The bulk of this business originates within thirty miles of the city.

while local politicians are preparing this as their major issue in the campaign.

The law will cost motorists of Massachusetts between \$35,000,000 and \$40,000,000 a year in premiums. Taxi fares may go up, because of the compulsory insurance on cabs as well as private automobiles. Trucking charges also may rise.

Maryland, too, is contemplating a compulsory insurance law. Insurance companies are preparing to fight the Maryland proposal, since it will mean taking premiums from them and putting them into the coffers of the state.

TRAM'S FUNERAL.

MOTOR BUSES INSTEAD.

When the motor bus and automobile crowded the Eau Claire-Chippewa Falls electric line out of business, the officials decided that the last ride would be a real one.

Fifty automobiles, escorted the last car over the lines to Chippewa Falls. Veteran employees of the company who helped found the company and lay the track 28 years ago, were given seats of honour in the car. The car was decorated in gala fashion.

The tracks are to be taken up within the next few weeks, and the company is planning to operate motor buses.

MOTORING AND DOGS.

No matter how much your dog likes motoring, if you think anything of him keep him at home.

Motoring isn't good for him, says Dr. William J. Lentz, professor of veterinary anatomy of the University of Pennsylvania veterinary school. Riding the running board is especially bad.

Joy riding for dogs, Dr. Lentz says, causes conjunctivitis or what is known as inflammation of the mucous membrane of the eye socket. Rhinitis is another result of joy riding for dogs. That's inflammation of the membrane of the nose.

If the dog's eyes water easily, you may know he has the first ailment. If he sneezes easily he has the second.

NEW "TRIUMPH".

THE NEW SPEED MACHINE.

Ever since the makers announced that they were going into production with their new 2-valve twinport speed machine, the Triumph Cycle Co. of Coventry, have been inundated with inquiries, and we hear that this machine, the prototype of the Brooklands record-breaker, will be introduced at the forthcoming Olympia Show. It is bound to create a good deal of attention, particularly as it will embody several new Triumph features. A few advance details will be of interest to many Triumph owners who are readers of these notes.

Its single cylinder will have a displacement of 498 c.c., bore and stroke 80 x 99 mm., and the overhead valve operating gear totally enclosed and lubricated. The aluminium piston is of special design, and the power unit will be mechanically lubricated. The steering and transmission will be above reproach.

PUNCTURE WEEDS HURT.

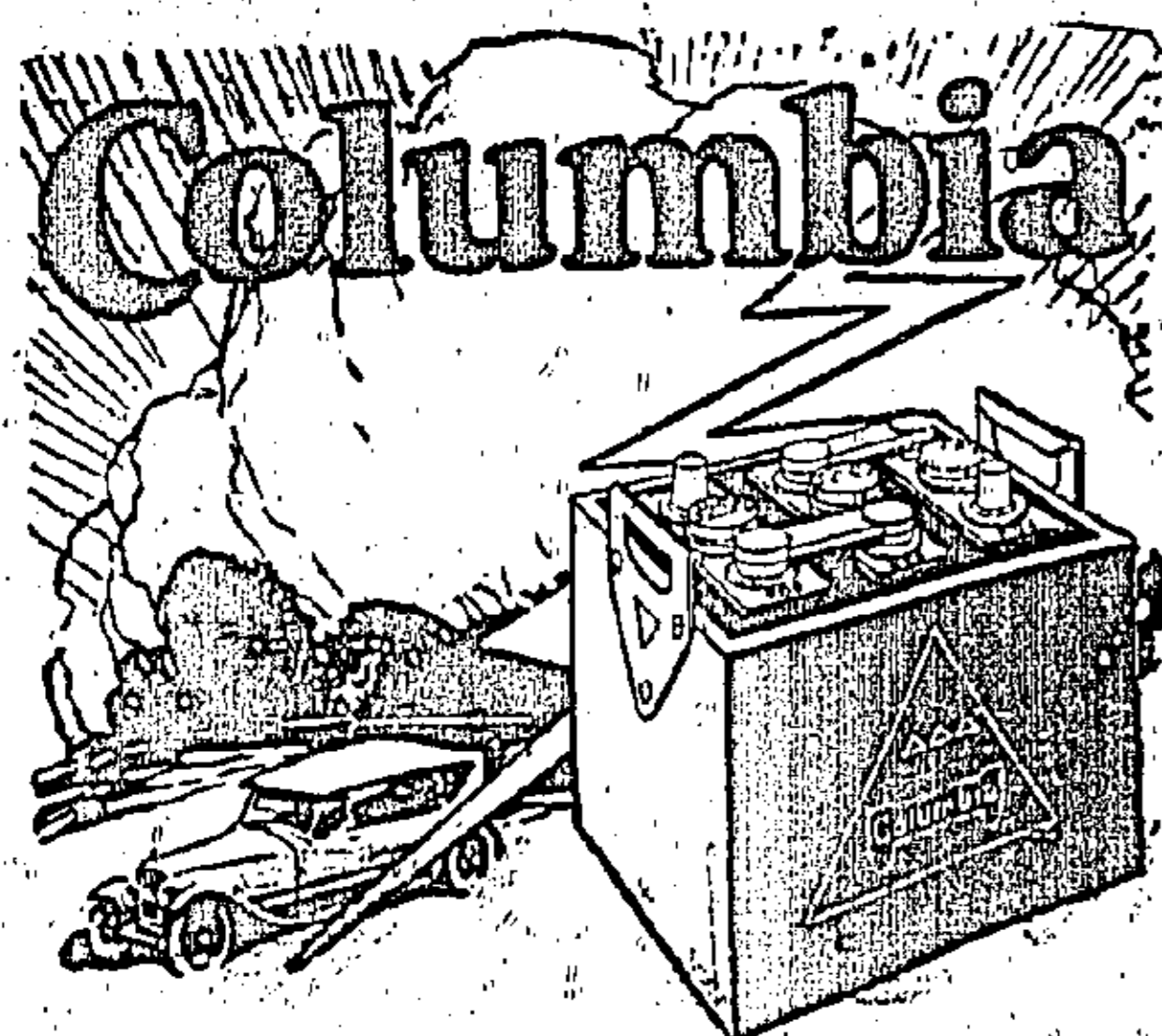
Tourists in California are joining in a relentless warfare against the destructive "puncture weed" native to that state. Eradication of this plant will save thousands of dollars in torn tyres.

OIL SURFACED ROADS.

Vienna uses annually 2,700 tons of mineral oil for road surfacing. The oil is imported from Rumania.



It's always leap year if you don't own an auto.



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YOU want a storage battery of reputation, a battery that has proved its worth for years in every country in the world. That is the Columbia.

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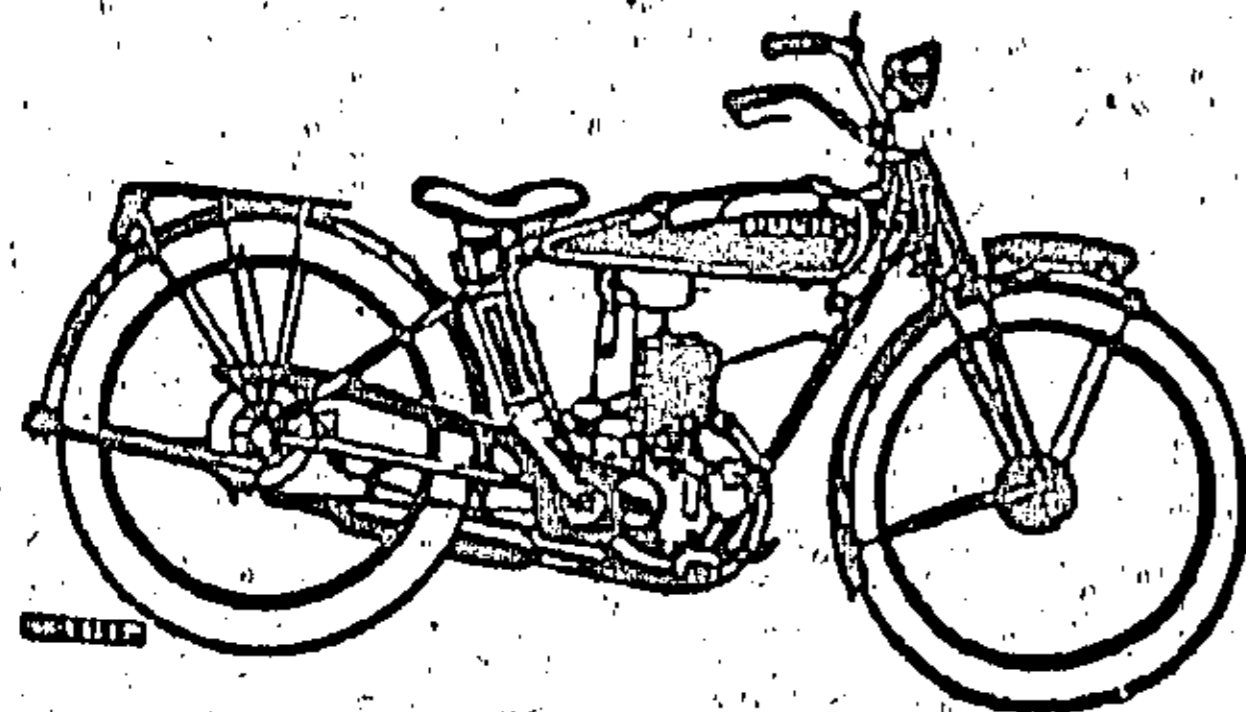
Your next battery should be a Columbia.

The Dragon Motor Car CO., LTD.

33, Wong-Nel-Chong Road, Happy Valley.

Columbia Storage Batteries.

Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH. \$350 TERMS.

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

Phone: C. 1221. 4th Floor, Bank of Canton Building, 6, Des Voeux Road, Central.

Ford

Distinguished appearance
at low cost

The pleasing lines of the Fordor Sedan are emphasized by the attractive body color. The headlining is a fabric of gay mixture to harmonize with the upholstery. Floor carpet is gray with a suggestion of red. The window curtains are of gray silk.

FORDOR SEDAN

Price with

SELF-STARTER

and

BALLOON TIRES

H.K. \$1,550.00

Delivered in Kowloon

ANDREW HARPER

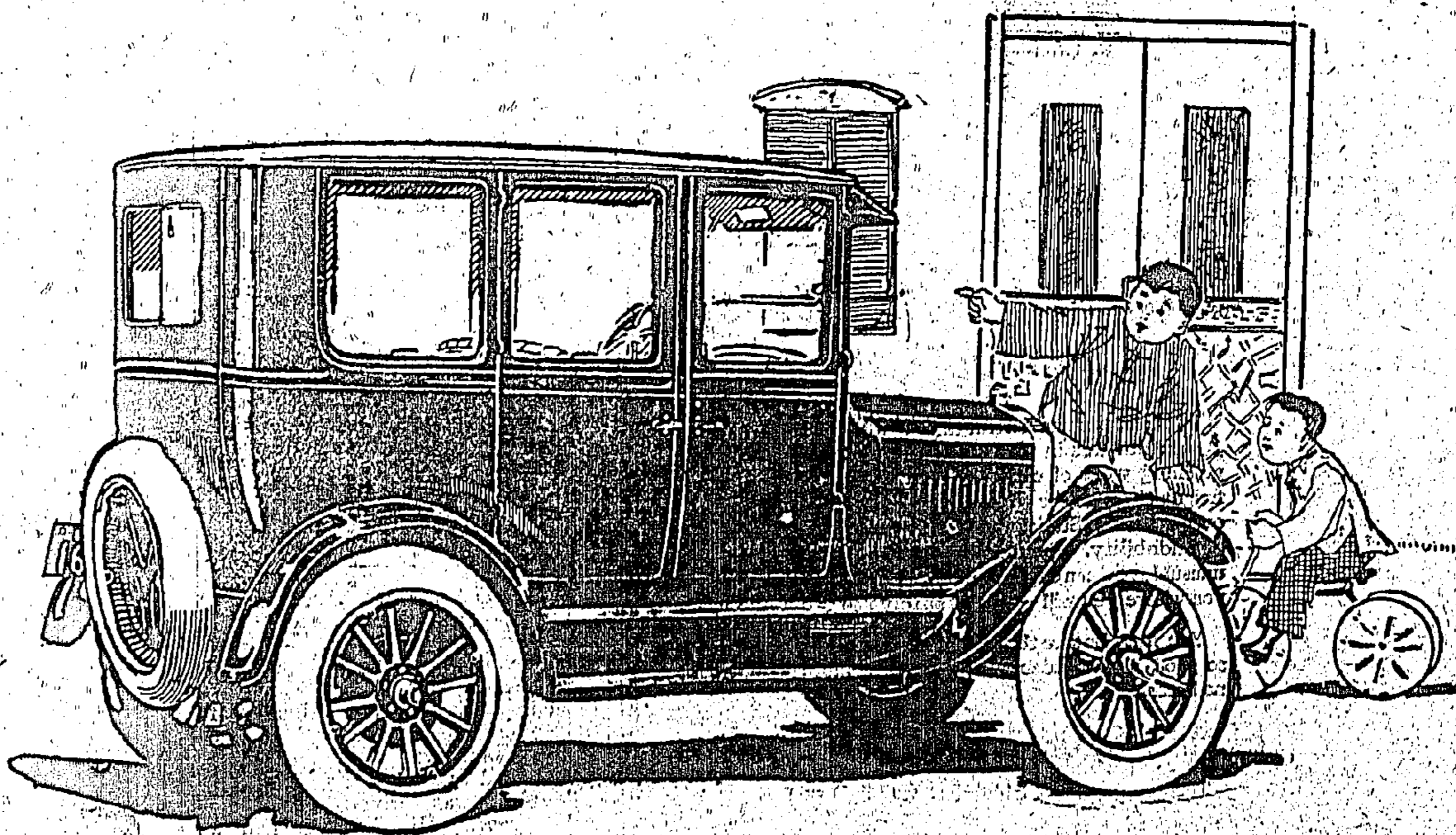
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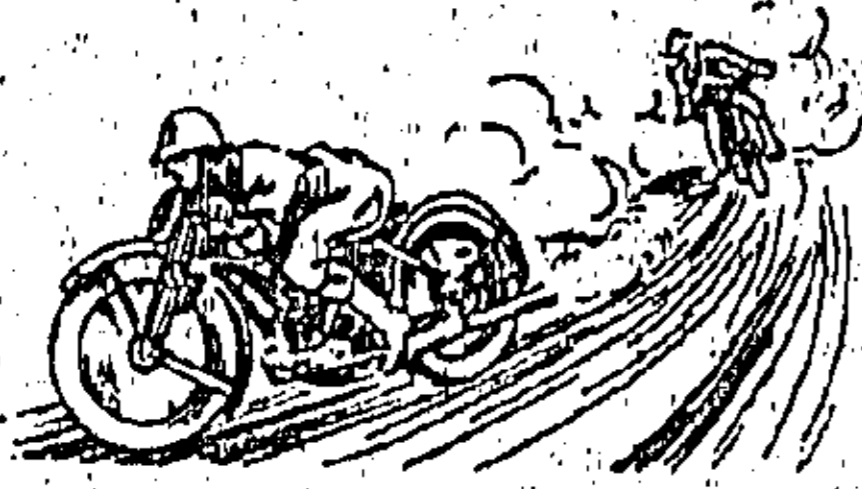
Chatham Road, Hung Hom, Kowloon; 6 Queen's Road, Central

HONGKONG.

Telephones: C 4895 & K 1216.

Ford Motor Company
Detroit, U. S. A.





B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO, MANUFACTURERS' TEAM PRIZE CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

SOLE AGENTS.

ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners

are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
Chatham Road, Hunghom... Tel. K.1216.

THE SEASON OF NEW CARS.

POINTS ABOUT 1927 TYPES.

(BY H. MASSAC BUIST IN THE Observer.)

The last first-class, long-distance, international motor-car race of the year will be organised by the Junior Car Club over a distance of 200 miles on the track at Weybridge when the Royal Automobile Club will undertake the parking of visitors' cars. The Motor-Cycle Department of the club is prepared to advise motorcyclists who may wish to fix some additional silencing device as to the type most suitable for the particular machine, and whether it is likely to have any detrimental effect on the engine; and the Auto-Cycle Union is to promote a trial of silencers for motor-cycles at Weybridge in November.

Meantime, one after another, manufacturers continue to introduce new car types for the 1927 season, various ways being adopted. Thus Armstrong-Siddeley organised a tour of the southern end of the Cotswold country, which centres on Stroud, Minchinhampton, and Nailsworth, to demonstrate to some thirty technical experts the paces of the new 18 h.p. six-cylinder engine car on every type of road that could be discovered from the "Colonial track," where each vehicle had to force a passage over deep ruts and overhanging foliage, to a series of stiff test hills, relatively little known, in the Nailsworth district, a good impression being given of the top-gear performance and of the suspension.

The redecoration of Messrs. Stratton Instone's showrooms at 27, Pall Mall, will be completed soon, when a special display of 1927 Daimler types, with power-assisted brakes and other interesting features will be held, including models which will be exhibited at Olympia.

Quite soon probably the most magnificent motor showrooms in Europe will be opened at Devonshire House by Messrs. Rootes, the largest retail distributing firm in the country, who will be also showing for the first time a number of new car types.

STUDEBAKER "ATLANTA" MODELS.

Last month Studebaker "Atlanta" models were introduced at 117, Great Portland-street, giving a very fine impression with twin reflector mirrors to give the occupants a double angle of vision of the traffic behind them, and acorn lamps, interior lights that come on and switch off with the opening and closing of the doors, and an ingenious form of windscreen and gutter control instead of a scuttle ventilator, whereby fresh air is admitted to the body, and the driver has the maximum vision possible: the glass area is not split up. From floor level to roof the side panelling and the mouldings are one-piece pressings, so that there is no possibility of these "custom built" lacquer finished bodies developing cracks in the paintwork. The handles of the doors are spring-loaded in a way that renders them rattle-proof; the locks are immune from shock, and the door tongues have roller contacts for quietness. Each door is spring-and cable-loaded to prevent hinge strain. Hydraulic brakes are not used this year, a mechanical system being substituted. An air filter, as well as an oil filter, are standardised.

NEW BRITISH "SIXES."

A relatively light weight low slung, £21 tax, 2,920 c.c. six-cylinder overhead valve engine Sunbeam £595 chassis is introduced at a remarkably low range of prices for the car complete, the touring vehicle costing £750; the Weymann saloon and the coupe types, each £100 more, and the coachbuilt saloon £895 complete. The new 2,025 c.c. six-cylinder 16-45 h.p. engine £16 tax Wolseley has overhead valves and camshaft, a seven-bearing crankshaft, four speeds forward, controlled centrally, a spiral bevel rear axle and smooth four-wheel brakes. A road trial proves it to be an admirably smooth performer of pronounced more flexibility, praiseworthy for quietness, economy of fuel, and comfortable accommodation—in fact, very good value for money.

The new 14-45 h.p. 1,995 c.c. six-cylinder engine, four speed Talbot, sells at £393 only complete as a five-seat touring, and at £485

SEMAPHORE LIMITS SPEECHES.



The bane of the automobile driver has become the blessing of banqueters. A traffic semaphore was used at a Pittsburgh dinner, recently, to regulate speakers. A flash of green told the speaker to start, an amber flash told him to slow up, and a final red flash indicated that he should sit down.

as a luxuriously upholstered saloon with unusually generous headroom. This is because the firm has adopted a one model policy for owner-drivers.

The 18-50 h.p. six-cylinder engine now Bean has 2,692 c.c. cylinder volume, the overhead valves being operated by push-rods. The chassis sells at £365; the five-seat and the 2-3 seat types at £475 each, and the saloon at £595. The short 14 h.p. four-cylinder engine Bean is introduced at £245 the chassis, the four-seat car being listed at £50 more, and the saloon at £365.

PRICES THAT ATTRACT.

Austin announces some remarkable price reductions as follows:

Types.	Price.	Reduction
20 h.p.		
Open road touring car with complete all-weather equipment	£450	£45
Norborough. Landaulet	£495	£100
Carlton Saloon	£550	£45
Mayfair Limousine or Landaulet	£650	£65
12 h.p.		
Citron touring car with complete all-weather equipment	£275	£20
Windsor Saloon	£350	£45
Mulliner Saloon	£425	£40
Gordon Saloon or Landaulet	£485	£30
7 h.p.		
Flouring car	£145	£4
Saloon	£165	£4

An entirely new body type, and a better range of smoother performance, are among developments incorporated in the £13 tax in 14 h.p. Hillman car, which will be on show in all the firm's agents' premises on September 30, the touring type being listed at £275 only, the saloon at £345, and the coupe at £360.

Additional equipment and reduced prices are announced in connection with the 13 h.p. and the 11 h.p. Clyno cars as follows:

Types.	Price.	Reduction
13 h.p. (12/28 h.p.)		
2-seater	215	30
4-seater	220	40
4-door Saloon	250	48
11 h.p.		
2-seater	150	10
4-seater	172 10	17 10
"Royal" 2-seater	185	15
"Royal" 4-seater	199 10	15 10
Saloon	230	15

The 12-24 h.p. four-seat, four-wheel braked Citroen car, with all-steel coachwork and square radiator, is introduced at £195, and the saloon at £240 only, this being an entirely new model. It will be on view at Olympia in various forms. It has a 1,538 c.c. engine and a new patent oval enamel instrument-board of pleasing appearance and which is illuminated by diffused lighting at night. The 11.4 h.p. fully equipped models are reduced in price; the four-seater by £30, so that it now costs £165 only. The saloon is available at £210 only.

TODAY'S PROBLEMS.

Discussion by automotive engineers, at the meeting of the Society of Automotive Engineers recently held at French Lick Springs, Ind., U.S.A., shows the following topics uppermost in their research to improve the modern car:

1. Safer automobile headlighting.
2. Smoother and faster driving by means of worm gears.
3. Use of supercharge.
4. Prevention and reduction of carbon deposits.
5. Anti-freeze solutions.
6. Drop centre balloon tyres for easier tyre changing.
7. Easier riding qualities.

PITY THE INSPECTOR.

The life of an automobile driver's license inspector in Geneva, Switzerland, is one of thrills and excitement. As a part of the driver's test, the inspector stands a distance in front of the car and the motorist must drive at him and not stop until the front of the car touches the inspector's body.

AUTO DEATHS SURVEY.

During the first four months of this year, 11 American cities have reduced their automobile fatalities by a total of 119. However, 10 other cities increased their motor fatalities by a total of 85. The cities in each group represent about the same total population.

HARMONY!

If a motor tyre is to serve well—to yield good mileage and afford security on all the varied road surfaces covered by a year's use, the tread and casing must work harmoniously together; they must wear uniformly; the casing must be strong enough to carry the most rough tread.

DUNLOP CORD TYRE

THE CASING AND TREAD WORK IN COMPLETE HARMONY.

The materials used in the Dunlop Cord Tyre are the best obtainable. Not only that but they are applied by the most skilful tyre builders in the world.

DUNLOP RUBBER CO., LTD.

DISTRIBUTORS:

HONGKONG HOTEL, CANAL.

TEL. C. 4759.

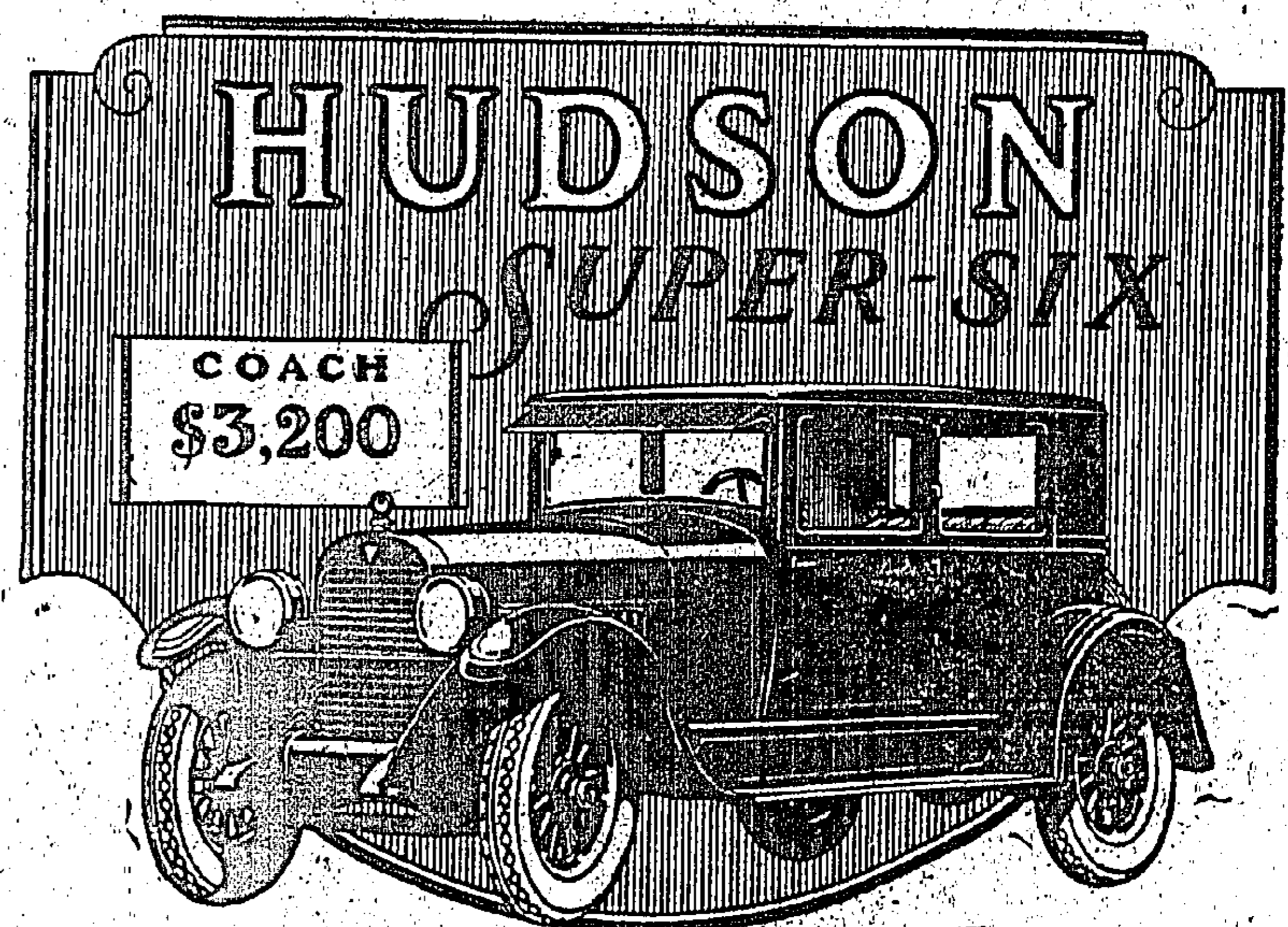
BRANCH OFFICE:

6A, DES VIGUEUX ROAD, CENTRAL.

TEL. C. 4654.

MIDGET TAXIS IN LONDON.

The two-seated type of taxicab has been introduced in London. This small commercial vehicle not only is an aid to traffic control but gives patrons the advantage of lower maintenance cost.



The Greatest Hudsons of All Time and at the Lowest Prices

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life.

Because of its simplicity, the Super-Six has always enjoyed manufacturing advantages that

permit a lower selling price than is possible with more complicated types.

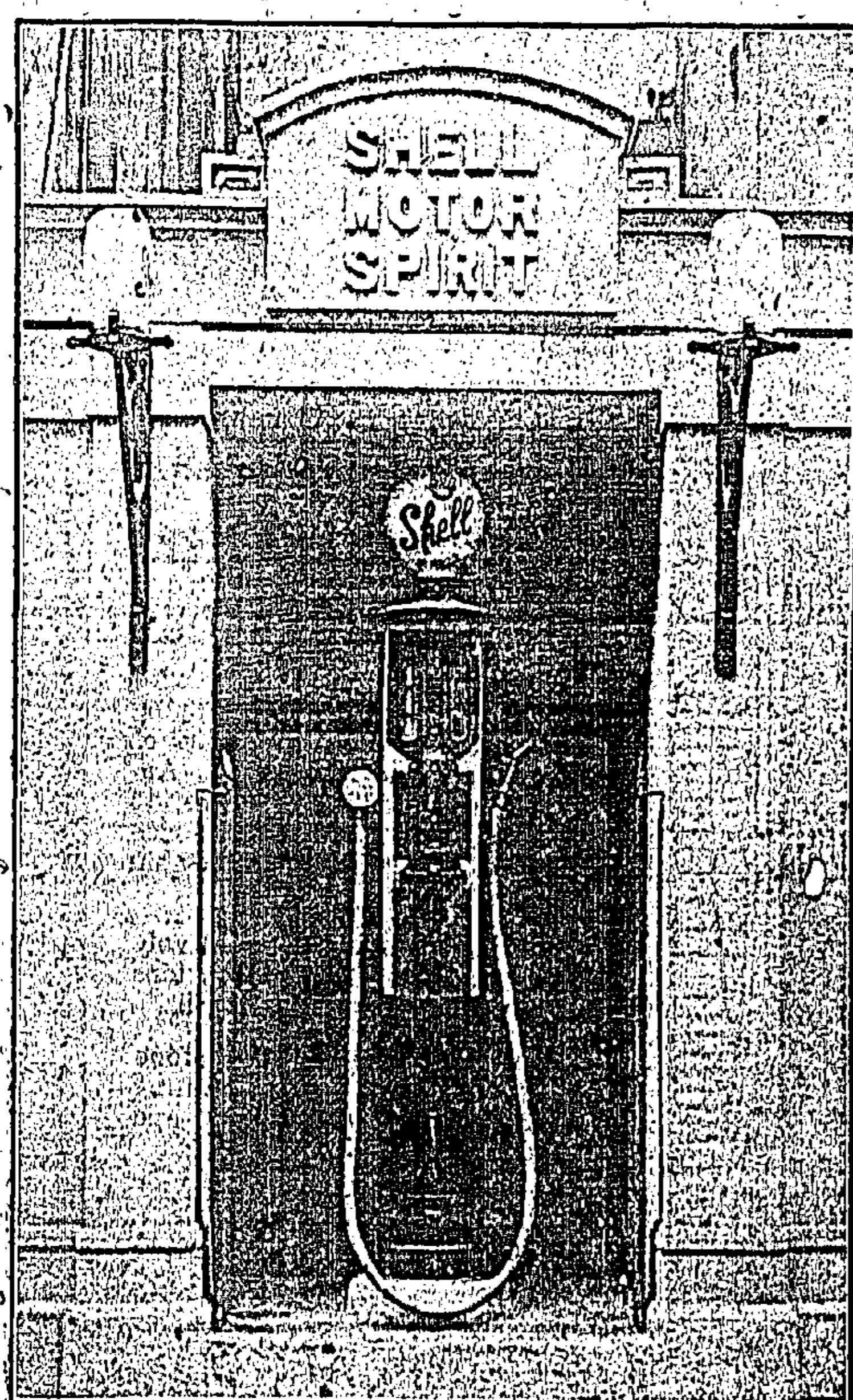
The Coach has long been acknowledged the "World's Greatest Buy," because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest custom-built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Hudson 7-Pass. Phaeton \$3,000. Hudson Brougham \$3,600. Hudson 7-Pass. Sedan \$4,000.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,

LIMITED
33, WONG NEI CHUNG ROAD, HAPPI VALLEY.



"SHELL" PUMP

Situated in Douglas Street

Des Vues Road Central, and opposite The Douglas Steamship Wharf

The Asiatic Petroleum Co. (S. C.) Ltd.

FIAT

The Car of International Reputation.

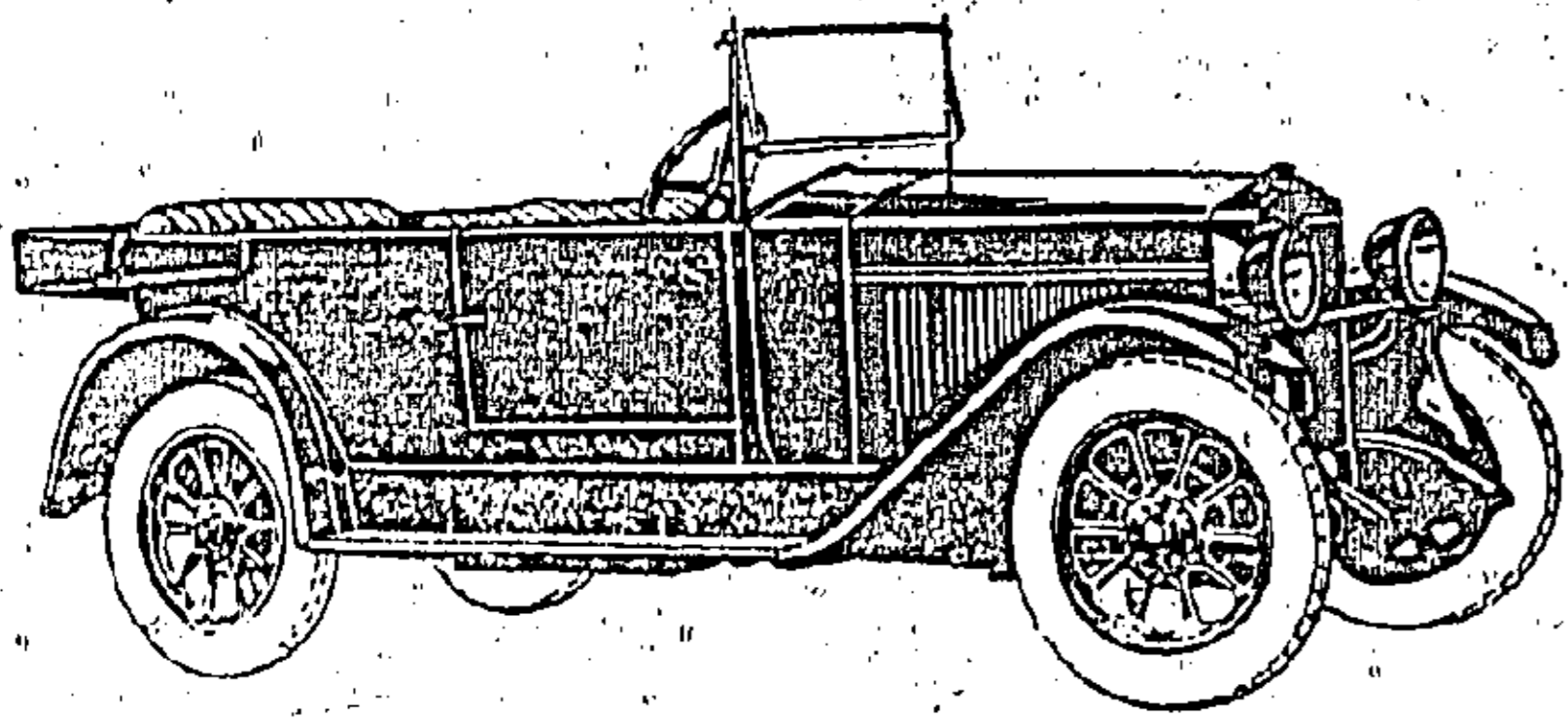
The Sensation of the Motoring World 9 h.p. Torpedo

with carry four persons anywhere

The 9 h.p. model worthily upholds Fiat reputation for design, materials, and has been aptly termed *A BIG CAR IN MINIATURE*.

FIAT 509

35 Miles per gallon



Fiat Model 509 4 seater Torpedo	... \$ 1900
2 " " " " " "	... \$ 1750
4 " " " " " " De Luxe	... \$ 2050
2 " " " " " " " "	... \$ 1850

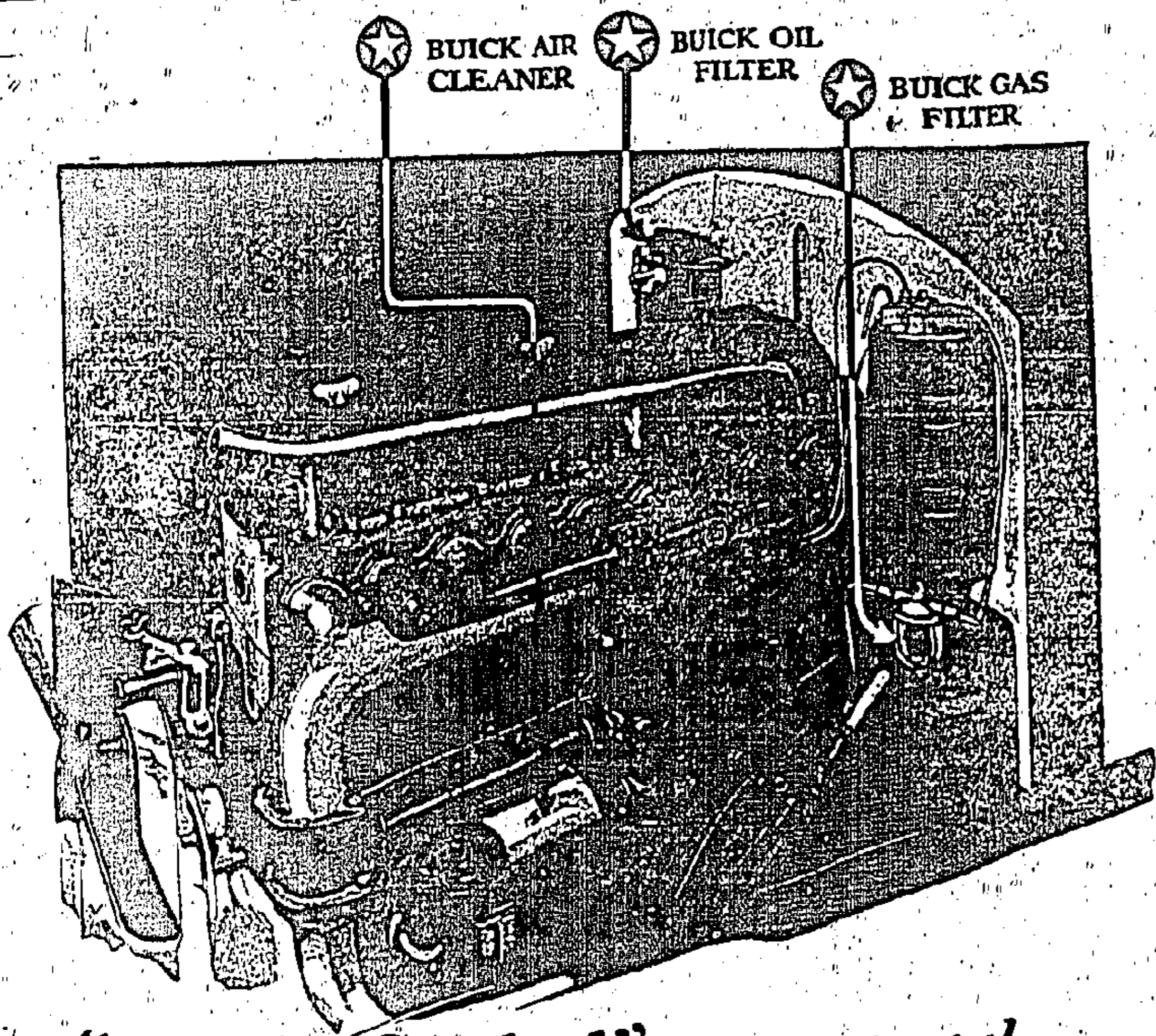
Agents for—HONGKONG & CANTON

SOCIETA ITALIANA IMP. ESP. ESTREMO ORIENTE, LTD.
MANAGERS: A GOEKE & CO.

3rd floor, China Building

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"Triple Sealed"~to protect the performance of Buick's famous Engine

IN THE Better Buick you will find the most important motor car improvement in recent years, the "Triple Sealed" Valve-in-Head engine. Dirt inside an engine destroys efficiency. It grinds away at cylinder walls and bearings, extra power, its economy and its stamina. The Buick "Triple Seal" (air cleaner, Chassis "air filter and gasoline filter) prevents this—keeps dirt and grit at every possible point of entry. And now the "Triple Sealed" engine further protects Buick performance from the destructive grit of the road. No other car, regardless of price, so completely safeguards its performance. For more efficient service, for finer transportation at lower cost, buy a Buick.

The Hongkong and Kowloon
Taxicab Company, Limited.

3335, Des Voeux Road ... Tel. C. 1030.

the Better Buick

HINTS FOR THE MOTORIST THE ALBERT L. CLOUGH

VERIFYING ENGINE OIL LEVEL.

For determining the depth of oil in the crankcase, one of the three following devices is provided: (1) A cork float, which rides on the surface of the oil and which carries an index on its stem to be read in connection with "full" and "low" marks. (2) A strip of steel, known as a bayonet, kept in a hole in the crankcase with its end, in the oil, which when withdrawn shows by the portion of its end, which is wet with oil, the height of the lubricant supply. (3) One or sometimes two petcocks in the side of the oil reservoir, the escape of failure to escape of oil through which, when they are opened, approximately determines the level.

INCORRECT INDICATIONS ON TIPPED CARS.

In all of these devices the point at which they measure the level is at one side of the crankcase and therefore the measurement is far from correct if it is taken when the car is standing with one side higher than the other. Usually it is located on the right hand side and if this side of the car is the higher, the gage indication makes the level appear lower than it really is, which is an error in the safe direction, but if the car is tipped the other way a fictitiously high level is indicated, which may lead to trouble, if the inclination of the car is considerable.

MEASURE OIL SUPPLY WITH CAR ON LEVEL FLOOR.

Ordinarily the gage is located to the rear of the centre of the crankcase, and if the car is pointed up hill, the gage gives somewhat too high readings of the level and vice versa. To obtain an accurate idea of the height of the crankcase oil supply, the car must be standing approximately level, preferably on the floor of a building, as finding a place in the road, which is level in all respects, is very difficult.

SHUT DOWN ENGINE TO CHECK OIL LEVEL.

Indications of oil level, taken with the engine running, are inaccurate, as considerable oil is then distributed over the parts, which otherwise would be in the pan, but fortunately readings thus taken are on the safe side.

PRECAUTIONS AGAINST ERRORS.

In making readings with the bayonet or measuring rod, it should be removed and wiped off before being inserted to receive the wetting of oil, which is to be taken as the indication of the actual level. If this is not done, misleading results may be obtained. When cold, thick oil is added, a float gage does not instantly rise to its correct position. A wire should occasionally be run through an oil-petcock to make sure it is not obstructed.

TRANSMISSION CASE LEAKS.

Question:—Oil leaks out from the transmission of my Ford, apparently between the housing and the left side supporting arm, running down the side of the case and dripping off at the drain cock. The starter mounting gasket and that between the sections of the housing have been replaced and the bolts tightened, but oil still escapes. Where does it come from?

Answer: We cannot tell you, but the best way to find out is thoroughly to clean the whole outside of the transmission case of short distance and look for oil which has run out, the source of which should be at once apparent. Possibly, it escapes around the clutch shaft or one of the pedal shafts or it may be that there is a defect where the supporting arm is attached to the housing. You may find that some of the gaskets still leak or that there is some loss of oil at the flange of the universal joint housing. No matter where the oil escapes, it usually drips off the drain fitting, as this is the lowest point of the housing.

FITTING ONESELF FOR AUTOMOBILE POSITION.

Question:—I want to enter the automobile business. What step should I take to fit myself for this work?

Answer: We believe that the combination of a course of study in automobile subjects and of practical experience as an employee in a garage, repair shop and sales room added to a fairly good education in general subjects makes an excellent preparation. There are some automobile schools that combine in their courses the required instruction from books and by lectures

and laboratory work of a practical nature, but if one is not able to take such a course, there are correspondence courses which are of distinct value to the earnest student and indeed, by home reading of motor books, of the trade journals and even of manufacturers' catalogues a very good idea of the technical side of the business may be obtained which, if supplemented by a course of actual work in a service station or factory will give one a pretty good fit. A business course and instruction in salesmanship are both advisable if the student is aiming at a connection with the commercial rather than the technical side of the industry.

OIL IN THE GAS.

Question:—In breaking in the engine of a new car, is there any advantage to be gained by using oil mixed with the gasoline. If so, how much oil should be added to ten gallons of fuel?

Answer: As the piston-rings and cylinder-bore of a brand new engine may have roughnesses and high spots on their surfaces, and as the oil supply comes entirely from the bottoms of the cylinders, it is not a bad idea to provide some oil, which comes in with the charges and is deposited on the upper portions of the cylinder walls. One to one and a half quarts of oil is a proper amount to use with ten gallons of gasoline.

MARINE MOTORS.

A NOVEL INSTALLATION.

So many marvellous things are done now-a-days with the motor engine that people seem to have almost stopped wondering. One of the most unusual motor installations that have ever been seen has recently been completed in a 55-ton cutter at a yard on the south coast of England. The engine, a 28.36 h.p. 6-cylinder overhead valve marine motor, made by the Alfa Craig Motor Co. Ltd., of Chiswick, is installed with the hind end foremost. Usually the flywheel faces forward, but in this case the flywheel is facing aft, thus reversing the normal inclination of the engine. This has been found necessary in order to economise space, which is very limited. A large enclosed drive is provided leading from the forward end of the engine, as situated in the yacht, sideways to a short tail shaft with a very slight reduction between the speed of engine and tail shaft. One result of this arrangement is that the engine has to function in an upside down direction, entailing a remarkable test of the efficiency of its internal lubricating system, as well as demonstrating the extraordinary adaptability of the Alfa Craig to meet the most unusual conditions.

STILL INCREASING.

300,000 A.A. MEMBERS.

On July 7th, 1926, the membership of the Automobile Association passed the third hundred thousand mark. On 6th. July,

140 MILES PER HOUR!

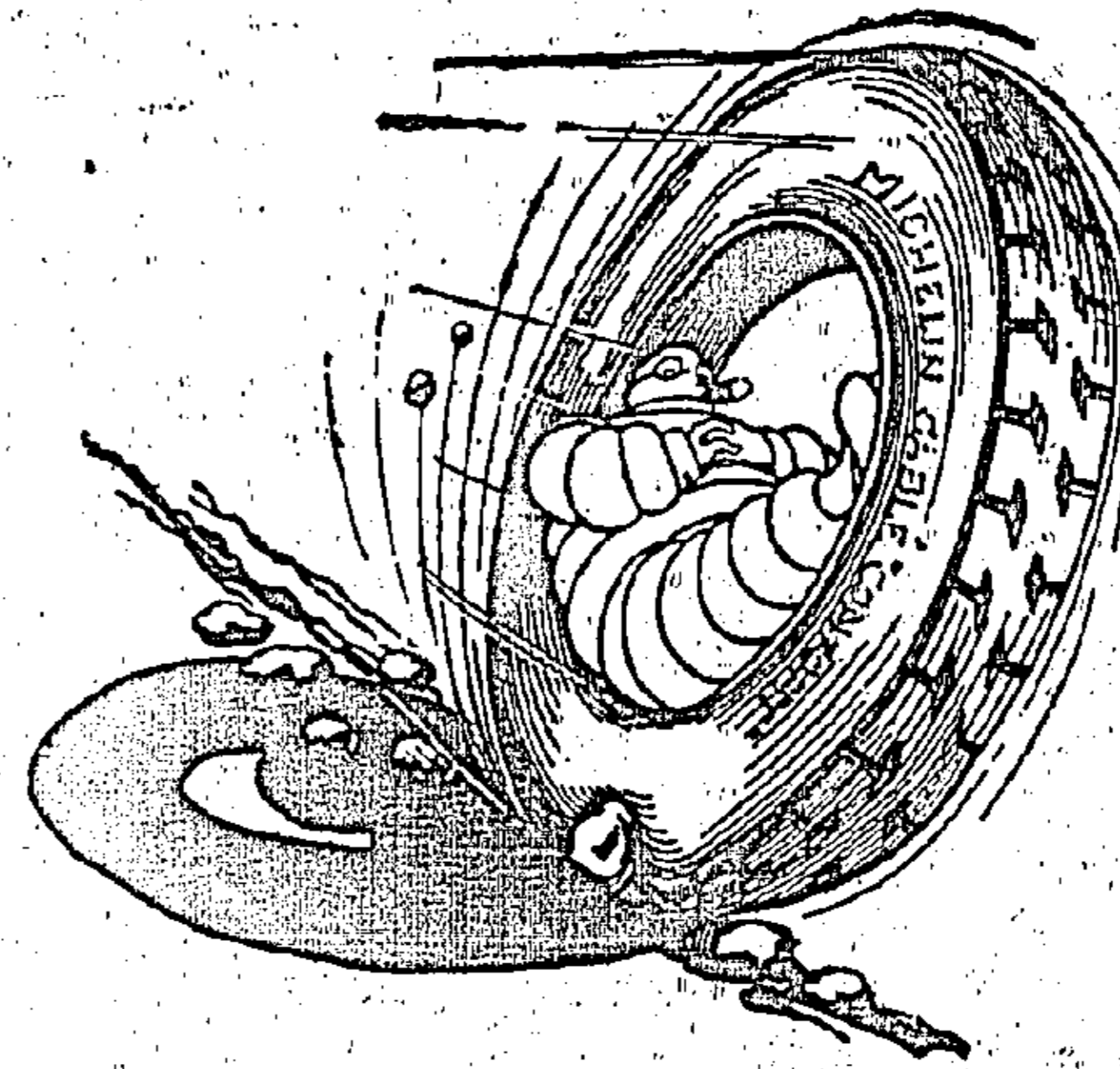
GREATEST ROAD SPEED RECORDED.

At Boulogne Speed Trials on August 26th, Major H. O. D. Segrave, on the 4-litre Sunbeam, made fastest time of the day, setting up a new world's road record (subject to official confirmation).

Major Segrave covered the 6-km. course over the Boulogne and St. Omer main road at an average speed of 140.6 m.p.h. This is the same car on which Major Segrave covered the flying kilometre at 152.336 m.p.h. on Southport sands last March. His latest performance is an astounding one, not only because of the modest size of engine and car, but also in view of the fact that this was accomplished on the road under actual road conditions.

1925, the membership reached 250,000. The increase is, therefore, at the rate of about 50,000 members a year.

The A.A. is the youngest British organisation of private users of motor cars and motor cycles; it is also the largest in the world, its membership being direct, and not affected by affiliation. The Association was started twenty-one years back, in 1905, by the provision of eight cyclist patrols on the London-Brighton Road. To-day, the A.A. road patrols are serving members on over 20,000 miles of roads, and their cycles motor cycles, and day and night road service outfits are covering over eighteen million miles annually.

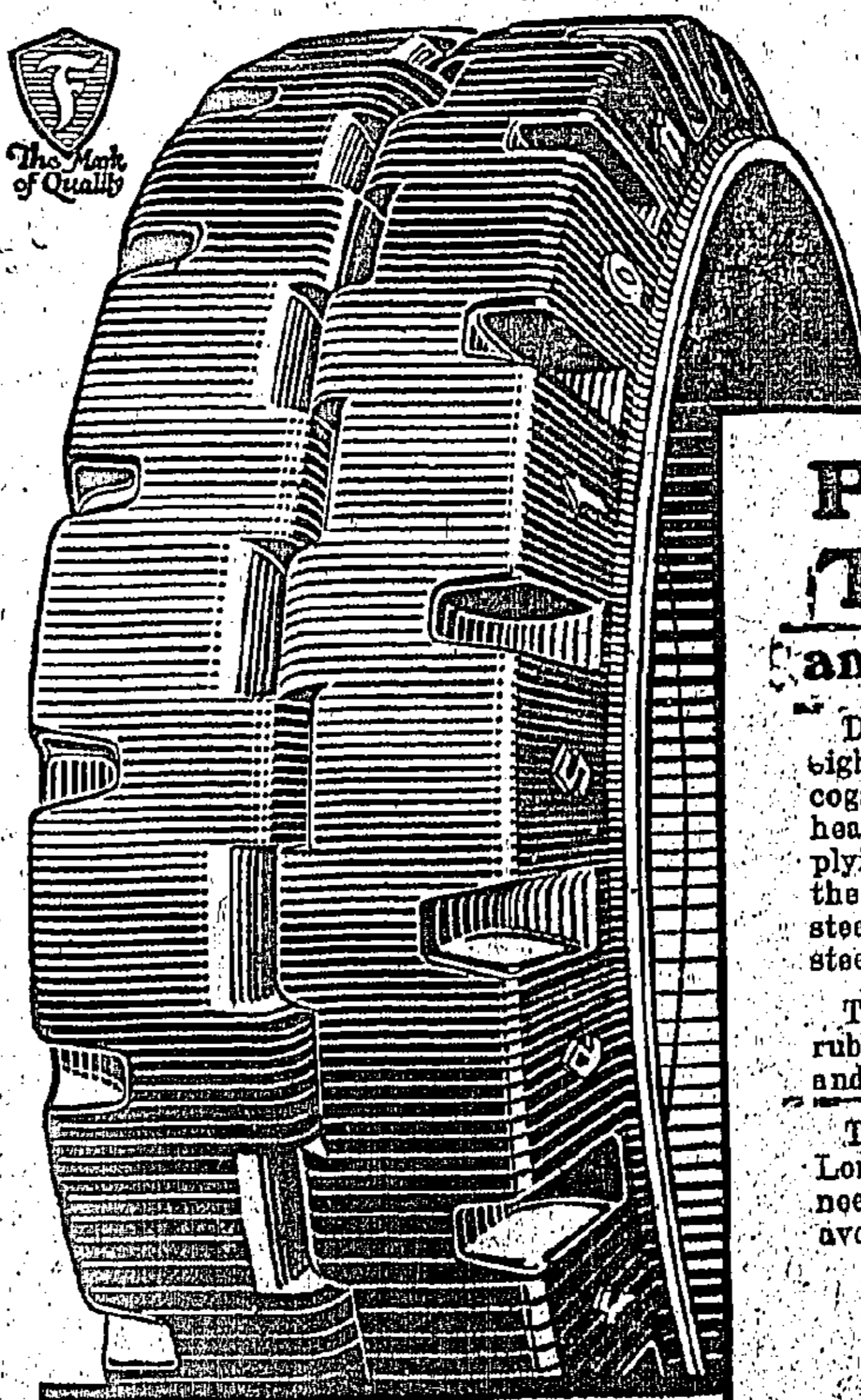


If you cannot obtain satisfactory result from other tyres which are made with ORDINARY cord, please try MICHELIN which are built with reinforced "CABLE" cord, and far more superior than any other tyres in quality.

Obtainable at all Garages.

Sole Agents for:—

Hongkong and South China:
J. GIBBS & COMPANY.
Bank of Canton Building,
First Floor.



Powerful Traction and Long Mileage

Double Traction Tyres with mighty powerful road-gripping cogs, are for the big lorries of heavy loads and hard pulls. Applying every ounce of power to the road, these massage tyres ride steadily over soft ground or up steep inclines.

The big volume of tough, lively rubber absorbs road vibrations and gives extra wearing depth.

There is a specialized Firestone Lorry Tyre for every hauling need. Equip with them and avoid delays.

MOST MILES PER DOLLAR.

Firestone

THE DRAGON MOTOR CAR CO., LTD.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247

BIG BLAZE IN MANILA.**CHINESE WOMEN'S NARROW ESCAPE.****BLANKET ROPE BREAKS.**

Two Chinese women were injured in an early morning fire that swept through nine houses on Calles San Bernardo and Azcaraga, in Manila a few days ago, causing Pesos 100,000 damage.

The women were Agapita Lay, 22 years old, living at 750 Calle San Bernardo, and her mother, Morcia Wong, 45 years old. Both women climbed out through a window of their house by means of a rope made of blankets, but the blankets broke before they could reach the sidewalk. The daughter sustained a broken right leg while her mother was injured about the head and body. They were taken to the Philippine General Hospital for treatment.

The fire started at No. 750 Calle San Bernardo, a dry goods store occupied by Ang Mong Hing and rapidly spread to Nos. 746, 748, 752, 754 Calles San Fernando, all dry goods stores, and over to 1636, 1638, 1640, 1642 and 1644 Calle Azcaraga, used as stores and dwelling houses. Prompt action by Manila firemen kept the blaze from spreading. The buildings were damaged about Pesos 25,000 worth and damages to contents of the houses was estimated at Pesos 75,000.

The origin of the fire is undetermined. The buildings are owned by Manuel Tamuning. The majority of the loss sustained by the storekeepers is covered by insurance and it is believed that the buildings are insured.

ELECTRIC VOLTAGE.**TO BE INCREASED IN KOWLOON.**

It is notified in the *Government Gazette* that permission has been given to the China Light & Power Company, (1918) Limited, to increase the voltage of their supply from 110 to 230 volts for lighting and from 200 to 350 volts for power upon the following conditions:

- (1) The change to be carried into effect without any expense whatsoever to the consumers.
- (2) New lamps to be supplied, and all fans, motors and heating appliances re-wound free of cost to the consumers, and full efficiency after such change to be guaranteed.
- (3) All consumers' existing wires to be tested for insulation resistance, which shall not be less than ten thousand ohms. (10,000 ohms). In the event of the resistance being less than 10,000 ohms, any alterations or repairs necessary to bring the resistance above this quantity to be carried out by the China Light & Power Company (1918) Limited free of cost to the consumers.

The permission granted in no way modifies the provisions of the Electricity Supply Ordinance, 1911, Ordinance No. 18 of 1911, or the regulations contained in the Schedule thereto.

BETTING TAX.**BOOKMAKERS STILL "ON STRIKE."**

Leeds, Nov. 5.

The Secretary of the Bookmakers' Protection Association has announced that despite everything which has occurred in the south, members intended to adhere to the resolution, passed last night, to refrain from betting at the Liverpool and Lincoln meetings.—*Reuter*.

BETTING AT NEWBURY.

London, Nov. 5.

At Newbury Races, the protestatory boycott was apparently abandoned for there was a good number of bookmakers doing business today in Tattersall's Ring. The majority were charging 2½ per cent. on winnings, while others were trading at two per cent. on winnings and stakes. There was, however, very little wagering done and was confined to comparatively small sums.—*Reuter*.

MIXED GRILL
A Merry Miscellany
Ashley Sterne

As an outcome of the paragraph I wrote last week advocating that certain reforms were needed in cricket to lighten the fieldsmen's labours, I have received a letter from the secretary of the Goalkeepers Union requesting me to raise my voice in an endeavour to make things easier for the goalkeepers in Soccer matches. This I do with great pleasure. I never saw a harder worked man than the Woolwich Arsenal goalkeeper in the match against Newcastle. Be-nighted last winter, when, in spite of his Herculean efforts at defence, the latter side scored 34½ goals, 118 tries, 240 outers, 16 grand slams, and 85 nursery cannons. I have therefore written a pretty stiff, albeit (I trust) gentlemanly, letter to the Governors, Life-Governors, and Governing Governors of the Association, urging that for the future all Soccer matches shall be played with square balls.

If it does nothing else, such a measure would certainly serve to stop that objectionable habit of dribbling, in which so many footballers seem to indulge so lavishly.

A meteorologist states that the equinoctial gales to which we hear so many allusions at the fall of the year are a myth. They don't come till December. This being so:—

O, here's a curious paradox:
The gales which never blow
About autumnal equinox
Are proved to be hot air!

I am delighted to be able to record that Mrs. Moldeigh Marthagh's grouse-shooting party has now been demobilised, amid a positive *aurora borealis* of glory. Last week Capt. the Hon. Gastley Muckupp, using a triple-barrelled



gun, disposed of all the three grouse which constituted his hostess's preserve. In a moment of mental aberration caused by intense excitement when the birds flew over his butt, he discharged all three barrels simultaneously. The bang was something terrific. The three grouse promptly fell to earth (unhit, but suffering from severe shot-shock) where it was an easy matter for the gallant sportsman to deliver the coup-de-grouse, so to speak, by wringing their necks.

Mrs. Moldeigh Marthagh had hoped to persuade the party to stay on for the pheasant-shooting but unfortunately the only pheasant she preserves went bad last Tuesday, in spite of the strong preservative employed, and had to be given away to the local Cottage Hospital.

Your sympathies, dear friends, are claimed on behalf of the poor short-sighted gentleman who yesterday afternoon ate his deaf wife's ear-trumpet in mistake for an ice-cream cornet.

This has been a record year not only for Jack Hobbs and Channel-swimming, but for blackberries as well, and the jam-and-jelly factories, I read, have had more fruit sent in than they can handle. In these circumstances, it will perhaps be helpful if I gave a recipe for making blackberry-jelly within the sanctity of the home-circle.

Take a nice big blackberry, pare and core it, and remove the seeds. If there's anything left after that, rub it to a pulp in a mortar together with a pint of glucose and half-a-pound of dripping. Butter

a jelly-bag inside and out, transfer the mixture (to the inside, of course) and bake in a hot oven—a cold one's no good to anybody—until the scum rises. Then add the shell of a lightly-boiled egg to clear the jelly (this makes the scum sink to the bottom again), and continue to bake until the jelly sets firm. Then remove and put it in a draught to cool; or, if required, for immediate consumption, fan it with a palm-leaf. The



beauty of this recipe is that if you don't like the result as a conserve, it comes in very handy for mending tyre-punctures.

SILLY SEASON LOVE LYRICS.

See, love, I send you rhubarb,
All wet with early dew.
Grown in a Garden Suburb
Not very far from Kew.

See, love, I send you spinach—
A herb you love full well;
It's come from distant Greenwich,
Where where the whitebait dwell.

See, love, I send you broccoli
(Whatever that may be)
I spotted it with my oculi,
Growing at Winchelsea.

See, love, I send you salsify,
All crisp and fresh and new;
And you'll never think me false if I
Send you a be-true (t), too?

CORRESPONDENCE.

Do Halibuts make Good Husbands?

Asked in a General Knowledge paper to give the technical term for "a disturbing noise sometimes heard when listening-in," a bright young candidate, who presumably possessed an affianced sister, answered "Osculation."

Sir,—I think your two correspondents, the Rev. Charles Haddock Sturgeon and Mr. Adam Hardroe, are confusing the halibut with the burbot and the turbot respectively. The late Professor Huxley long ago clearly proved that all male halibuts were bachelors, with extreme misogynistic opinions, and it is therefore still an open question whether or not, if urged into matrimony, they would make better halves or worse halves. From their repulsive and dissolute appearance I should say they would. —Yours, with mustard sauce, Boyle D. MacKerel.

Sir,—In pursuit of this question I have recently been studying the late Captain Noah's log of the Ark, and I can find no reference therein to any marital discord arising between the pair of halibuts that were doubtless included in the cargo. Had there been any I feel sure Captain Noah would have mentioned it, since he describes at length an acrimonious scene between the two hyenas on an occasion when the male spite his sides laughing and his wife sewed them up without first tucking in the selvage.—Yours everily, Gurnard Guogoon.

Sir,—I have devoted many precious years of my invaluable life to a consideration of this all-important question, and my mature and unshakable opinion is that the only possible answer is either in the negative or the affirmative, with perhaps a small preponderance of evidence in favour of either the former or the latter.—Yours most decidedly, Barmon Crumpett F.Z.S. (Blaoter-taster to the Smack-Fisheries, Ltd.)

Sir,—I think our two correspon-

A RESIGNATION.**JUDGE'S ALLEGED PROFANE LANGUAGE.**

Washington, Nov. 5.
Judge George English, of Eastern Illinois, has resigned owing to proceedings against him on charges of manipulation of bankruptcy funds, usurpation of power, and the use of profane language on the Bench.

Mr. Coolidge has accepted the resignation, and the case is therefore now regarded as closed.—*Reuter's American Service*.

PERSONA NON GRATA.**SOVIET MINISTER BARRED FROM AMERICA.**

Washington, Nov. 5.
The United States Government has refused a passport visa to enable Madame Kollontai to traverse the United States enroute to Mexico.—*Reuter's American Service*.

The Portuguese Government has dismissed Colonel Joao de Almeida, Chief Liaison Officer at the Ministry of War, and ordered him to be tried by Court-martial.

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| 3382 | I'GAED A WAFFU' GATE YESTREEN | |
| | A WEE WEE GERMAN LAIRDIE | |
| 3383 | A MAN'S A MAN FOR A THAT | |
| | PIPER O' DUNDEE | |
| | MY LOVE'S BUT A LASSIE YET | |
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| G 6597 | BONNIE DUNDEE | |
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PANDORA

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Two Italian journalists, Signor Campolungni and Signor Porta, who had had a heated dispute over politics, fought a duel with swords on a private estate near Nice. During the third assault Signor Campolungni was slightly wounded, but he continued to fight and in the eighth assault put Signor Porta hors de combat with a wound in the right forearm. The adversaries parted without being reconciled.

For some time past a man wearing a mask made from a handkerchief, and carrying a gun, has been "holding-up" motor-cars on the Amiens St. Quentin Road near Tertry, and robbing the passengers. Pipe-Major Paton, formerly of the 79th Cameron Highlanders, has died at Cranford, Middlesex, at the age of 69. He passed through the Indian Mutiny, serving both at Lucknow and Cawnpore.

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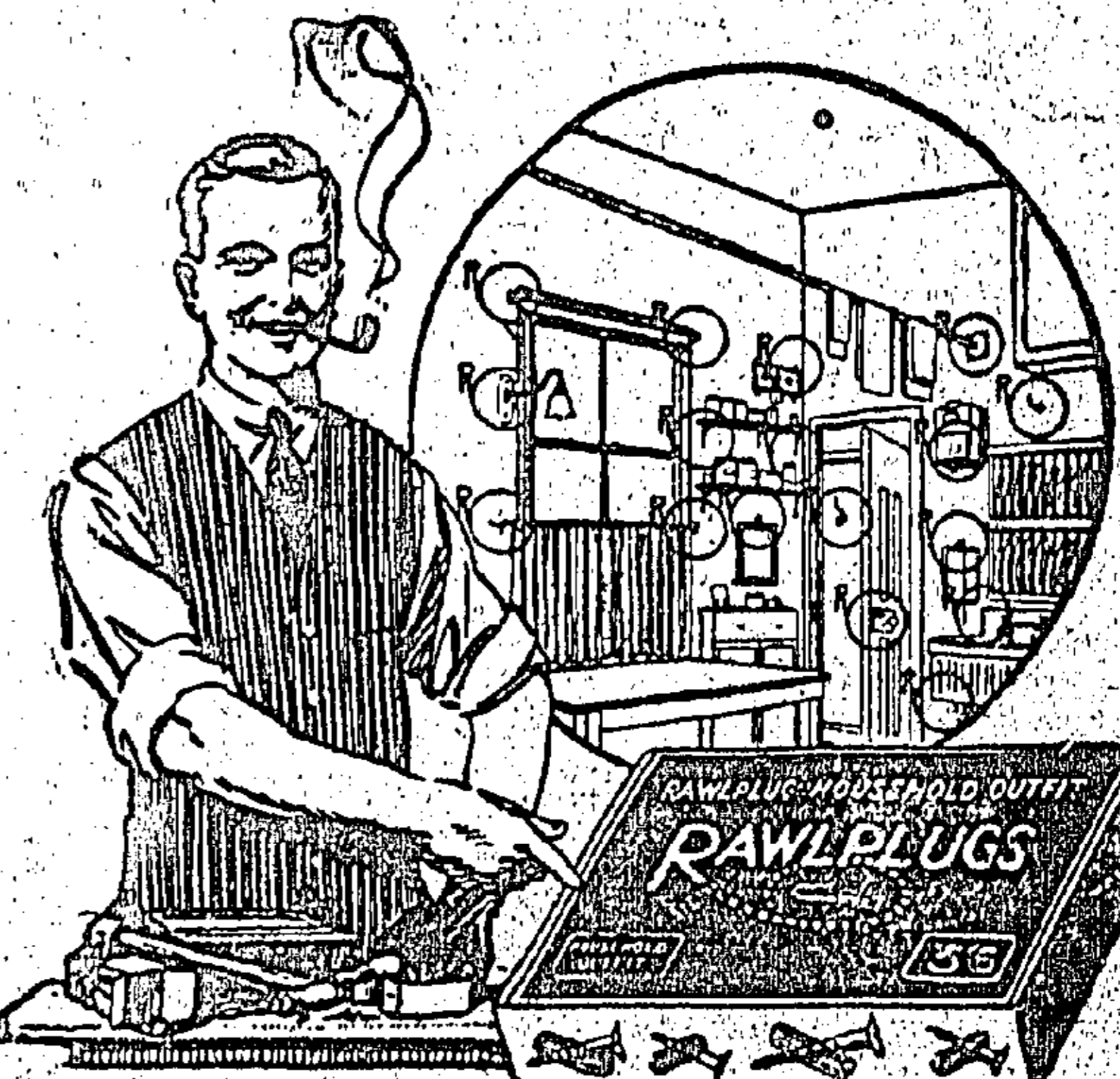
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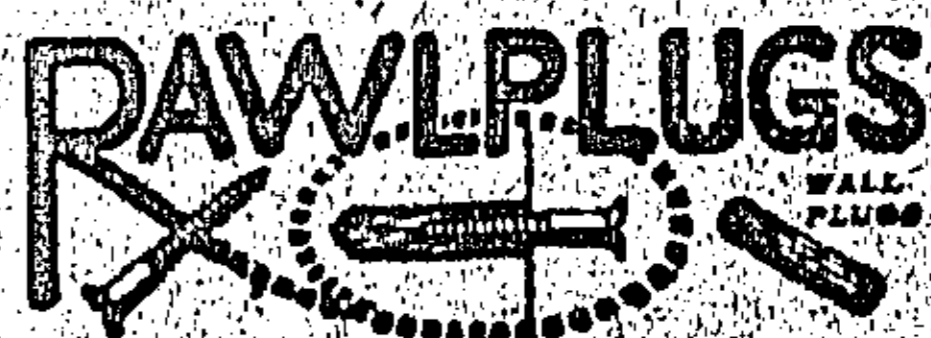
thus safeguarding an otherwise impaired digestion.

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FALL OF KIUKIANG.

A SERIOUS NORTHERN
DEFEAT.

Shanghai, Nov. 5. The Southern occupation of Kiukiang, news of which from foreign naval sources, has been received, involves the most serious defeat of the Northerners since the capture of Hankow, and has forestalled the reported attempt of Wu Pei-fu and Sun Chuan-fang to join up and recapture the latter city.

It appears that a small force of Southerners cleverly moved very near to the city, unnoticed by the Northerners, whom they took completely by surprise.

It is believed this will probably mean the eclipse of Sun Chuan-fang at least for the present. It is even rumoured he has fled.

British, Japanese, French, and American marines and volunteers are guarding the concessions at Kiukiang.—*Reuter.*

A Crisis Arises.

Canton, Nov. 5. General Li Chai-sum and General Tan Yik-kai have requested Gen. Li Lieh-chun to proceed to Kiangsi to take charge of the left wing of the Southern forces.—*Wah Kiu Yat Po.*

Shanghai, Nov. 5.

Sun Chuan-fang's forces along the Shanghai-Hangchow Railway are being hurriedly withdrawn to Nanking to-day, where the situation has again become grave.

There is still no definite confirmation of the reported death of Chang Kai-shek.

Owing to the seriousness of the situation, Sun Chuan-fang has postponed his return to Nanking.—*Wah Kiu Yat Po.*

METHODISM.

THE WANCHAI WESLEYAN
CHURCH.

To-morrow, Sunday, the Rev. E. A. Bastin concludes his ministry at the Wesleyan Methodist Church, Wanchai. He is proceeding home on the following Saturday on sick furlough by the S. S. Mantua in accordance with medical advice. The Rev. Mr. Bastin took charge of the Wanchai Church about 10 months ago after a lengthy period of missionary service at Shichow. During the past Summer he has worked very hard in the interests of the Church, and, while his efforts have been very beneficial to the Church and much appreciated by all, his health has suffered. Mr. Bastin hopes to return to the East in about a year's time when he will probably go up country once more.

A new Minister, the Rev. J. Knight Anstey has been appointed from Home to take over the Pastorate. He is due to arrive in Hongkong on December 10. Pending his arrival the Rev. H. F. Rossiter will supply at Wanchai.

The Rev. J. Knight Anstey is a well known preacher in Methodist circles in the South of England and prior to accepting the appointment in Hongkong, was Superintendent Minister of Brentford Circuit and Minister of Hounslow Wesleyan Church. He is a member of the Wesleyan Methodist Foreign Mission Council at home and it is interesting to record that the new minister is a brother of Rear Admiral Knight Anstey, R. N., who at one time served on the China station.

THE COTTON CRISIS.

AMERICAN GROWERS EXPECT
TO RECOVER.

Washington, Nov. 5. Mr. Meyer chairman of President Coolidge's cotton relief committee has informed *Reuter* that he is confident that the cotton growers will weather the present crisis and that the withdrawal of 4,000,000 bales and the reduction of the 1927 acreage which the committee approved would tend to stabilize prices and restore confidence.

The consuming trades declared that nine privately organised State financing corporations had been formed with a capitalisation sufficient to enable ample borrowing. Mr. Meyer foresaw the prospect of these organisations becoming permanent.—*Reuter's American Service.*

FRANCE AND SIAM.

CORDIAL FRIENDSHIP.

Paris, Nov. 5. The Temps, studying Indo-China's conditions, emphasizes that the good, cordial Franco-Siamese relations, which have never been more cordial, have inspired a desire for close co-operation.—*Havas.*

A CONCILIATION PACT.

ENGINEERING AND
SHIPBUILDING INTERESTS.

Rugby, Nov. 5. A new conciliation agreement has been signed between British shipping employers and the engineering and shipbuilding trade unions, providing for improved conciliation machinery and prompt settlement of disputes without cessation of work.

The principle of the agreement is contained in its preamble, which sets out that, "It is in the best interest of both employers and workmen that arrangements should be made whereby questions arising may be fully discussed and settled without stoppages of work."

Procedure has been agreed upon for dealing with all questions that arise by negotiations, conducted nationally or in the districts, with provision for mutual reference to arbitration under an independent chairman.—*British Wireless.*

OBITUARY.

TWO WELL-KNOWN
AMERICANS.

Richmond, Va., Nov. 5. The death is announced of Mr. John Skelton Williams, the well-known financier and economist, who was twice controller of currency under President Wilson.—*Reuter's American Service.*

Greenville, Ohio, Nov. 5. The death has occurred of Mrs. Frank Butler, better known as Annie Oakley, the champion markswoman, and an ex-member of the Buffalo troupe. She once shot the ash from a cigarette in the mouth of the ex-Kaiser.—*Reuter's American Service.*

PRISON OUTBREAKS.

TROOPS USED TO GUARD
U. S. GAOLS.

New York, Nov. 5. In view of the outbreak in the Tombs prison, already cabled, riflemen are guarding the building, and special machine-gun squads are forming the guard in gaols, owing to frequent attempts recently made to escape.

It is officially announced that 3 prisoners and 2 warders were killed in the affray, one warder being seriously hurt and a spectator wounded.—*Reuter's American Service.*

THE IMPERIAL FAMILY.

A GATHERING AT
BUCKINGHAM PALACE.

Rugby, Nov. 5. The principal delegates to the Imperial Conference and their ladies were entertained by the King and Queen at a Buckingham Palace banquet last night, when a number of Ministers, ex-ministers and other distinguished guests were invited to meet them.

The Prince of Wales, Princess Mary, Duke and Duchess of York, Prince and Princess Arthur of Connaught and other members of the Royal circle attended this "Empire family gathering."—*British Wireless.*

ELECTRIFYING PALESTINE.

SCHEME TO HARNESS
THE JORDAN.

Rugby, Nov. 5. Lord Reading has been appointed Chairman of the Palestine Electric Corporation, which is to supply Palestine with electricity by harnessing the Jordan.

It is stated that the working capital required has been already subscribed, and Mr. Rutenburg, who originated the scheme, and will hold the post of managing director, is proceeding to Palestine to carry out the preliminary work of the Jordan undertaking.—*British Wireless.*

GENERAL LUARD.

TO ATTEND JAPANESE ARMY
MANOEUVRES.

Tokyo, Nov. 5. Major General C. G. Luard, the Hongkong C.O.C. has arrived here to attend the Japanese army manoeuvres on November 15.—*Reuter.*

LIBERAL SPLIT ECHO.

SIR GODFREY COLLINS
RESIGNS.

Rugby, Nov. 5. Following Lord Oxford's resignation of the leadership of the Liberal party, Sir Godfrey Collins has resigned his office of Chief Whip of the party.

This resignation was not unexpected, as Sir Godfrey was one of the signatories of the letter in which Mr. Lloyd George's attitude during the general election was criticised. It is assumed that an adherent of the Lloyd George section of the Liberal party will succeed Sir G. Collins.—*British Wireless.*

23-MILES' SWIM.

J. N. CHATTERJI'S FINE WIN.

The second annual meeting of the 23-Miles Swimming Race in the river Hoogly which was held on Sept. 26 was one of the best-managed aquatic sporting events in Calcutta.

This year the meeting achieved a record success. Firstly, it drew a record number of entries, and secondly the entries have been classier than ever. Although the weather was all in favour of the competitors the management, which catered for 71 competitors, 13 being eliminated through medical examinations, greatly contributed to the success of the meeting.

To guarantee the safety of the swimmers the organisers provided each competitor with a dinghy fully equipped with food and stimulants and a life-saver. There were also 19 steam launches including several patrol boats with patrolling officers who plied up-and-down the river and kept the competitors well under watch.

Great enthusiasm was evinced in this meeting and the occasion served to emphasise the growth of popularity in swimming. The banks of the river Hoogly presented a gay and lively spectacle, the river being lined with spectators on both sides. Both at the starting and finishing points there must have been an attendance of at least five thousand spectators.

As to the race it was an exceedingly thrilling one from start to finish, though the winner held more than his own from Chandernagore to the winning post. R. B. Sadihukhan, who recently won the 13 miles had to leave the water as he got cramp badly. Juan Chandra Chatterji who was runner-up in the 13 miles won this race in great style and for the second year in succession.

The competitors took the water at 6 hr. 22 mins. and 24 secs. in the morning. There was little to choose for the first ten minutes' racing as almost all the competitors swam at about an equal pace. Then P. K. Ghose was seen leading, followed by N. Chatterji. Up to Chandernagore Ghose retained his lead but soon was overtaken by J. N. Chatterji and Abani Banerji. At this stage R. B. Sadihukhan, the winner of the 13 miles, got cramp and had to leave the water. Chatterji led all the way from now till the finish, but there was a keen race among the rest.



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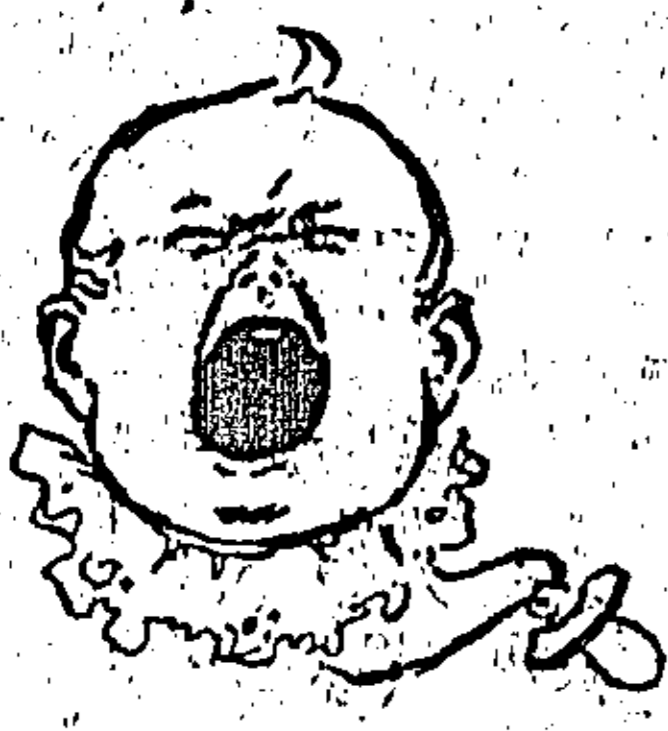
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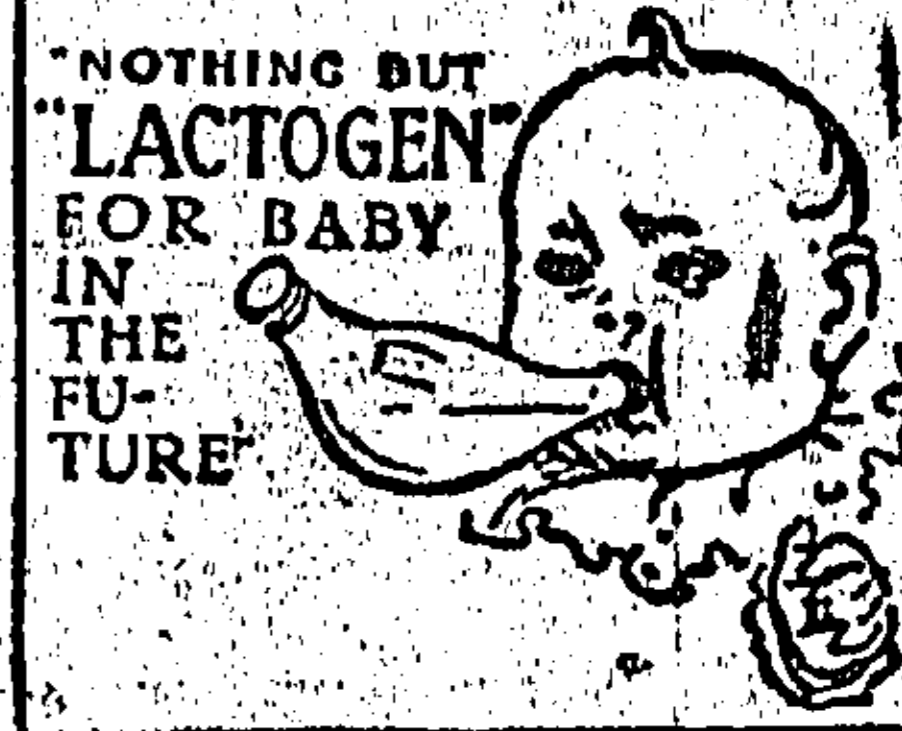
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WOMEN'S INTERESTS



A bouffant type of frock with the fullness concentrated at the hips. This is a French creation.



A young girl's party frock of rose-coloured taffeta. The sash is banded in French blue velvet.

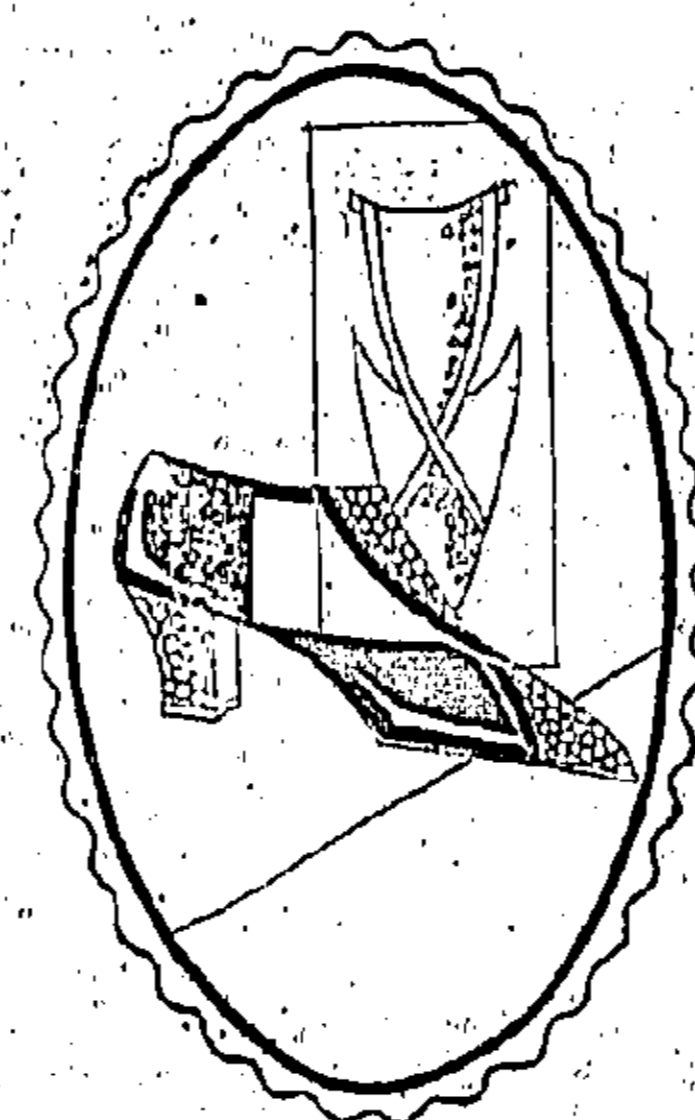


Another French gown, that glorifies all the autumn colours. It is of moiré and velvet.

THIS WEEK'S RECIPE.

CREAMED NUTS.

Mix the unbeaten white of an egg with 2 table-spoonfuls cold water, add enough icing sugar (probably about 4 cupfuls) to form a thick paste, and knead till creamy. Divide in 3 parts and flavour one with vanilla, another with lemon, and the third (to which a few drops of cochineal should be added) with rose or raspberry. Shape into little balls, and press between halved walnuts.



Triangular inserts of lizard on a patent leather step-in shoe planned for the autumn.

AUTUMN TINTS.

THE SEASON'S COLOURS.

The fashionable colours this autumn are a deepening of the pastel shades which came in the spring. The definite, vigorous colour is still unpopular, and subtleties are the favourites.

The ten most fashionable colours have these decorative names: Mauvette: This is wine with a splash of purple in it; a rather melancholy colour.

Tulip leaf: A blend of chartreuse and almond green, and not unlike the fancy of the Sherwood gallants who followed Robin Hood. Sandalwood: A warm blend of fawn and an earthy pink.

Delphinium: A very dark delphinium. It is this colour which is making people say that navy blue is at last fashionable again.

Pimpernel: Here is romance. A tingling scarlet, not quite as exuberant as the old-pillar-box red at Home.

Copper beech: A russet brown which should comfort many dull November days.

Barleycorn: The colour of cornfields—rather more than ready for cutting.

Burgundy: Wine in a smeared glass; a dull, rich colour.

Golden brown: The ever-popular brown, of which most people are tired.

Mulberry: More cheerful than Mauvette. A less romantic name for it might be Beetroot.



This hat of grey felt, with one of the new crowns, can be dented and folded in nearly every shape.

SPORTSMANSHIP.

A GOOD LOSER.

To be a "good loser" is to win more respect and genuine liking than to carry off all the honours of the tennis court, golf course, and bridge table.

The true sportsman has the instinct of fairness and justice. The winner—she is modest and from "swank," the loser—she commiserates with her partner, and offers ready congratulations to her successful rival.

It is a pity that success and triumph turn the heads of some more temperamental girls when they play games.

It is not good sportsmanship, if you are not playing quite to your usual form, and have lost a set at tennis, to refuse to play a return set because you "aren't feeling like it;" to put the blame on anybody and everything but yourself

for bad luck in a "foursome," or to hold acrimonious "post-mortems" after every game of bridge. To claim the full advantages of rigid rules through the unconscious mistakes of opponents in friendly games, and to lose your temper with a partner who is not so expert as yourself, shows a sad lack of the sporting spirit.

Questioning the decision of an umpire, or accepting it with a bad grace, is in the same category.

But it is not only in games that sportsmanship acts a part. The instinct aroused on tennis court and golf course should become part of the personality in every-day life.

In these days it is a little inconsistent, to say the least, to tell a man that you are fully capable of doing his job and earning his salary at one moment, and the next to demand that he readily relinquishes his seat in your favour in the crowded train, just because you happen to be of the opposite sex.

FASHIONS, FADS AND FANCIES.

The vogue for a frock, really very simple in shape, but adorned by some striking ornament, is still evident. Pretty touches hinting at the unusual, are those great bows of shaded tulle, sashes of net heavily sequined, and collars of deep fringe. But, perhaps, the most effective ornament is a gaily-coloured bird as recently seen attached to a dancer's shoulder. The bird was not very big; it was made of coloured silks, and was poised in an attitude that suggested it had just alighted there. Very convenient is this mode of ornamenting the simple frock. It allows one to have much variety, with comparatively little expense.

Black Gloves.

A few of the smartest women in London have been seen recently wearing black kid gloves. Is this a sign that the sombre accessories will become fashionable once more? Of course, the dark gloves look well with a black and white toilette. But with coloured ensembles, which schemes the fashion prophets anticipate, it is quite a different matter. Then, unless one is particularly tasteful the black gloves may not look attractive, but just ugly and conspicuous.

Distinctly Odd.

Perhaps one of the quaintest ballroom modes seen this season is a very narrow, palely coloured silk scarf, of not more than two inches in width. This minute article has the great distinction of being finished off, at either end, by a foot of brightly coloured fringe.

The Charleston On Trial.

A number of competitions are to be held this coming season to popularise the Charleston. To watch the enthusiasts practicing the Charleston in the well-known dancing schools, at the moment, soon convinces one that it is, above all, warm work. Of course, there are many people who would like to tan the Charleston from the ballrooms, but in the meantime, the teachers have to learn it from experts, so that they may cope with the demand they are receiving from their own pupils. In fact, it has become quite a flat-footed dance, the feet never leaving the floor for more than a couple of inches.

Painted Stockings.

There seems no end to the novelties in stockings this season. They

range from the sheer, plain hose with inch-wide openwork clocks to the newest ones for evening wear—gold and silver metal to be worn with gold and silver slippers. These are both attractive and practical, though they don't sound the latter. Hand-painted stockings, which used to be a millionaires' luxury, are now within the means of the moderate purse. They are designed to meet the need created by the scanty evening shoe and the very short dress. The most popular shades are the nude tones.

For Beauty's Couch.

It is, just now, that one begins to think about new and warmer coverlets for the beds and one is likely to find some exquisite needlework is being put into coverlets which are as cosy as they are dainty. One pale cream tussore coverlet, which is being prepared for an artistically-furnished bedroom, is embroidered with a proud-looking peacock, whose beautiful wings are outspread. Quilted taffeta is used to make another very pretty coverlet, and here blue silk flowers are daintily applied in quaint disorder. A humbler and less expensive overlay is of calico with bright flowers embroidered on it. To go with these calico coverlets are little pillows of quartered calico in such colours as pink, red, yellow and mauve.

Orange With Rose.

It seems quite correct, nowadays, to dare to blend orange with red. A young actress in one of the musical plays now staged in London, marked her debut by springing from a box, wearing a jumper-suit which mixed both de rose, red, black and orange in a plaid design. She also wears a piquant little tam of bright orange. The whole outfit gives her a delightful boyish appearance, and the combination of colours do not seem at all incongruous.

Brocade Slippers.

The newest of evening slippers is a brocade whose design has a marked futuristic tendency. And most often it combines colour with silver or gold, or silver with gold alone. These sandals may be used to accompany many evening gowns, if chosen correctly, or they may be used with one gown alone to mark a colour note, such as a red and gold slipper with a black gown.

TELEPHONE TACT.

GOOD ADVICE.

If you happen to enjoy talking over the telephone, remember that the taste is not shared by everybody, and that your true friend may sound like an enemy over the wire. Make allowance for her; she may suffer from telephone nerves.

Don't talk interminably. Actually, of course, you cannot, be-

cause the Exchange won't let you, but do avoid involved statements about nothing in particular. They seem endless to the straining ear at the other end.

All your observations should be clear and to the point. Don't get reminiscent, and don't go into detail.

Keep your sentences short and be sure that you give your listening friend the chance to speak. When she is saying only "Oh!" and "How nice!" and "Did you, really?" you may be sure that you are saying too much.

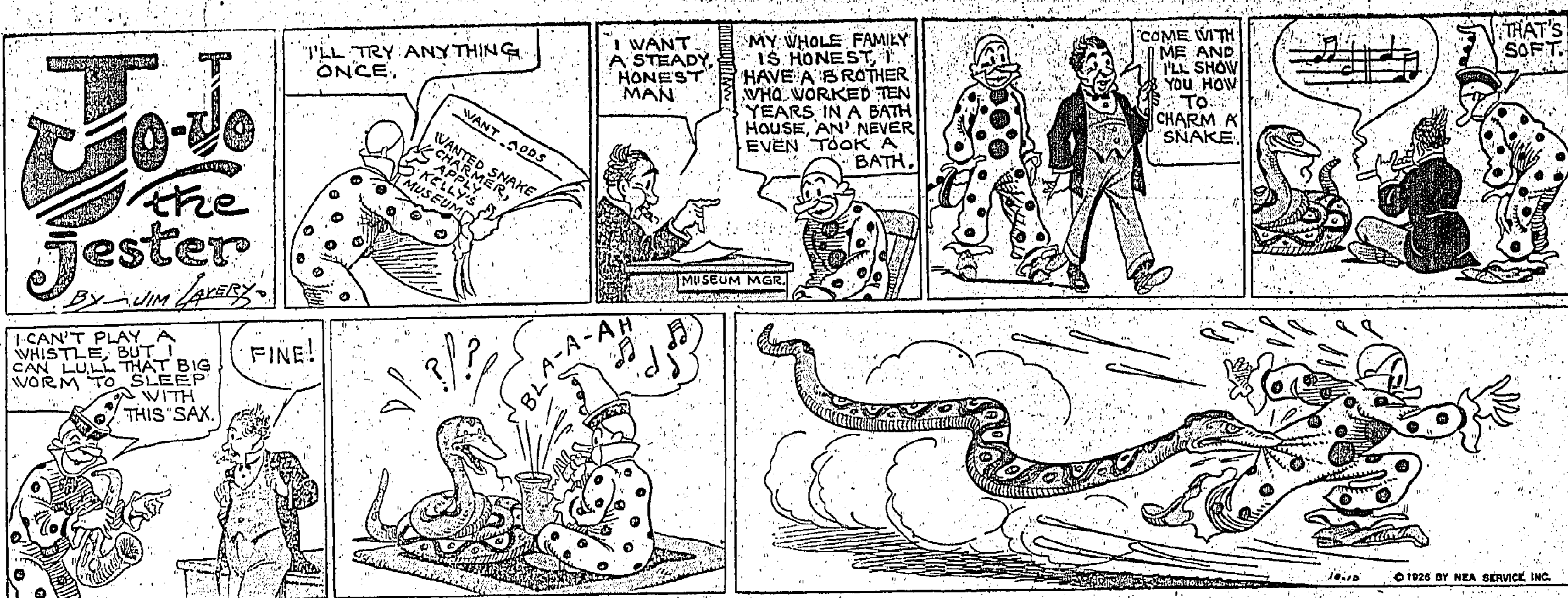
Always use your memory or your wits in the attempt to visualise the surroundings of the person with whom you are conversing. Being rung up in one's own home, for instance, is a very different matter from being telephoned at an office. Never be surprised if you get "short" answers from people who are speaking from places of business.

Learn when a conversation is finished and, if you were the opener of it, do not begin another. She who rings up is also, in politeness, she who rings off, and she should not long delay the suggestion.



Pola Negri, who is to be given her great chance in "Camille," a coming big production.





SALESMAN SAM



To be played by foursomes over 18 holes on three eights-handicap, which will remain the same all through.

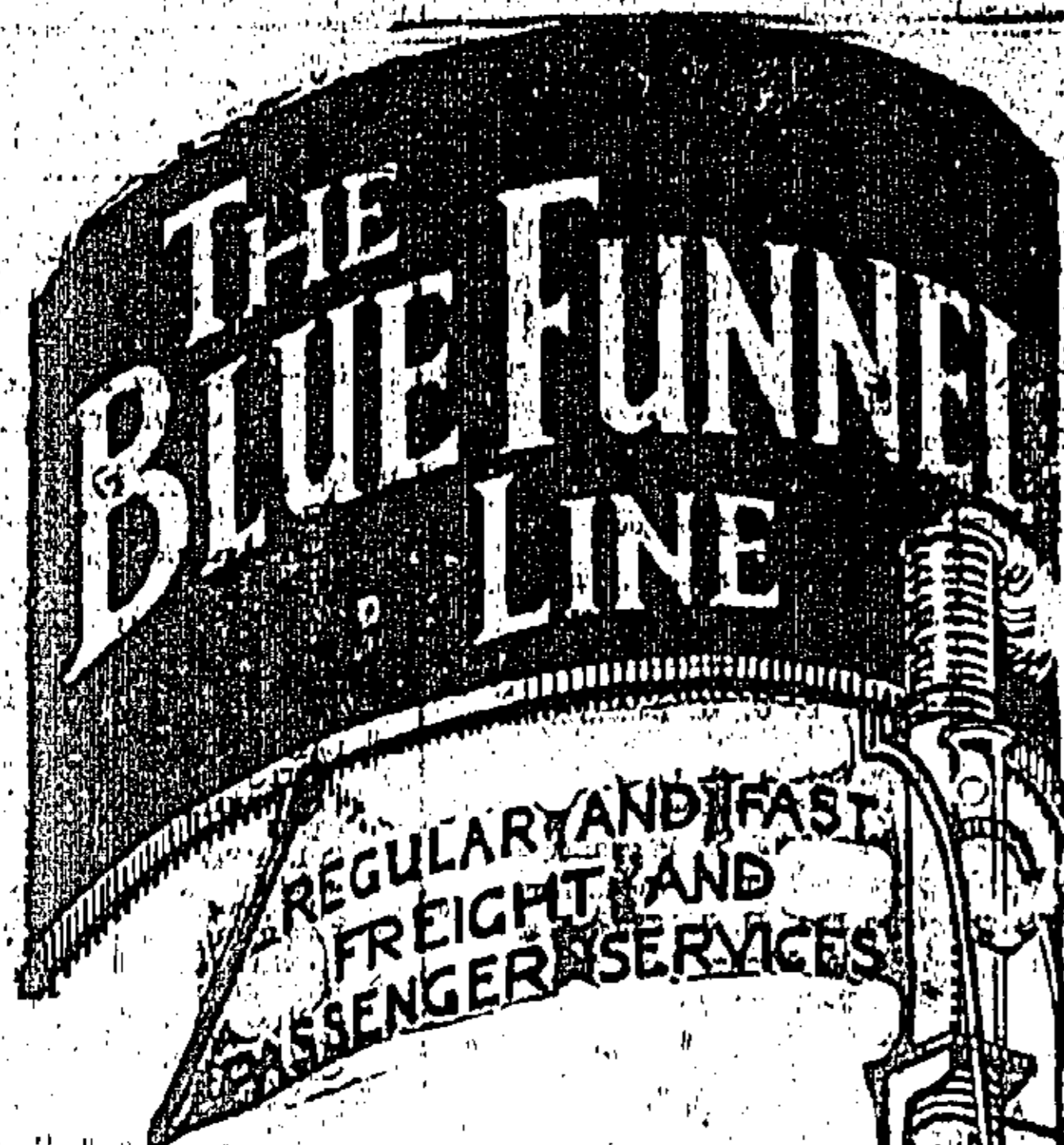
An age of exploitation . . . where there are men of straw, but not the men we knew and honoured—Max Pemberton in Ex.

The great advantage to Spain of his air-line is believed in Germany to-day to be one of the big factors in the world economies of the future. The average European traveller should at least welcome this new, easy method of getting to Madrid, which has meant to Germans and those living east of Germany the alternative of the very expensive first-class train from Paris, or proceeding obliquely along the South of France down to Barcelona, and from thence endless trouble and time spent on the Spanish "cross-country trains." The German line to Seville will run from Berlin via Stuttgart, Zurich, Marsella, Barcelona, Madrid.

The King of Spain, steering his own yacht Hispania III, in a race off Bayonne, won the Gold Cup presented by himself as the prize, beating a French competitor easily.

Rio de Janeiro
Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates
to be obtained on application.
C. ARIMA,
Manager.
Hongkong, 11th September, 1918.

LYONS.
 18, NEW YORK - J. P. Morgan & Co.
 Interest allowed on Current Accounts at
 Fixed Deposits according to arrangement.
 Every description of banking and exchange
 business transacted.
 A. LEON.
 LONDON



LONDON SERVICE

"ANTENOR" 17th Nov. Marseilles, London, R'dam & Glasgow
 "PYRRHUS" 30th Nov. Marseilles, London, R'dam & H'burg
 "RECTOR" 15th Dec. Marseilles, London, R'dam & Glasgow
 "AUTOLYCHUS" 28th Dec. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"BELLEROPHON" 1st Dec. Havre, Liverpool and Glasgow
 "TITAN" 20th Dec. Genoa, Havre and Liverpool

PACIFIC SERVICE

via KOBE & YOKOHAMA
 "PROTESILAUS" 25th Nov. Victoria, Vancouver & Seattle.
 "TALITHYBIUS" 16th Dec. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"NINGOROW" 19th Nov. New York, Boston & Baltimore
 "YANTZSE" 17th Dec. New York, Boston & Baltimore

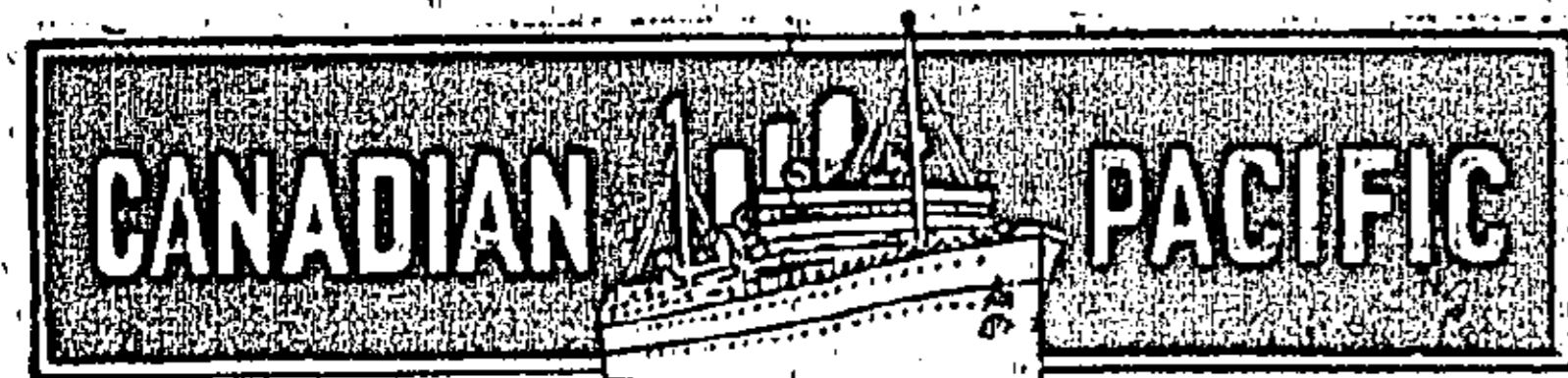
PASSENGER SERVICE

"ANTENOR" 17th Nov. Singapore, Marseilles & London.
 "RECTOR" 15th Dec. Singapore, Marseilles & London.
 "AENEAS" 11th Jan. Singapore, Marseilles & London.
 "SARFEDON" 8th Feb. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to:-

Butterfield & Swire.
 Agents.



QUICKEST TIME ACROSS THE PACIFIC.

CHRISTMAS IN THE OLD COUNTRY.

S.S. "EMPRESS OF RUSSIA"

Sailing 1 a.m., THURSDAY, Nov. 11,
 arrives VICTORIA & VANCOUVER,
 Nov. 29, and connects with
 S.S. "MONTROYAL"
 from St. John Dec. 7,
 arriving BELFAST, Dec. 14;
 LIVERPOOL, Dec. 15.

THROUGH FARES

£120. £112. £83.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES
 PAYABLE THE WORLD OVER.
 THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C 752 Cables: "GACANPAC."
 Freight and Express: Tel. C 42 Cables: "NAUTILUS"

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

KOBE via Moji	Fooksang	Tues. 9th Nov at 7 a.m.
BANGKOK via Swatow	Suibang	Tues. 9th Nov at noon.
SHANGHAI via Swatow	Chongshing	Tues. 9th Nov at 5 p.m.
CANTON	Kwongshing	Fri. 12th Nov at 6 a.m.
TSINGTAU Swatow & S'hai	Poshsing	Fri. 12th Nov at 6 a.m.
STRAITS & Calcutta	Namsang	Satur. 13th Nov at 3 p.m.
TIEN-TSIN	Chipsing	Sun. 14th Nov at 6 a.m.
BANGKOK via Swatow	Chakshing	Tues. 16th Nov at 10 a.m.
SANDAKAN	Mausang	Tues. 16th Nov at 2 p.m.
OSAKA via Moji & Kobe	Laisang	Wed. 17th Nov at 7 a.m.
HAIPHONG via Hoihow	Mingsang	Wed. 17th Nov at 10 a.m.
TSINGTAU Swatow S'hai	Hopsang	Sun. 28th Nov at 7 a.m.
STRAITS & Oklaith	Kutsang	Thurs. 2nd Dec at 3 p.m.
SANDAKAN	Hibhsang	Tue. 7th Dec at 2 p.m.

For freight and passage apply to:-

JARDINE MATHESON & CO. LTD.
 Telephone 212 Central Agents.



Sailings Every 12 Days
 Special Through Rates to Europe
 SEATTLE & VICTORIA

via SHANGHAI—KOBE—YOKOHAMA

S.S. "PRESIDENT GRANT" Nov. 12th, 5.00 p.m.
 S.S. "PRESIDENT MADISON" Nov. 24th, 5.00 p.m.
 S.S. "PRESIDENT JACKSON" Dec. 6th, 5.00 p.m.

FOR MANILA

S.S. "PRESIDENT MADISON" Nov. 16th, 5.00 p.m.
 S.S. "PRESIDENT JACKSON" Nov. 28th, 5.00 p.m.
 S.S. "PRESIDENT MCKINLEY" Dec. 10th, 5.00 p.m.

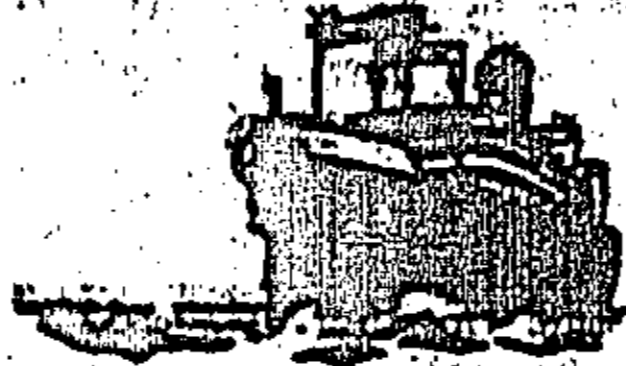
EVERY 12 DAYS THEREAFTER

ADMIRAL ORIENTAL LINE

Telephone Central 2477, 2478 and 785. No. 4 Des Voeux Road.
 Hongkong and Shanghai Bank Building, Floor Ground

TRAVEL IN COMFORT

Aboard
 DOLLAR
 PRESIDENT
 LINERS



TO EUROPE AND NEW YORK

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID
 —ALEXANDRIA—NAPLES—GENOA—MARSEILLES
 Thence to BOSTON AND NEW YORK

Fortnightly Sailings

Pres. Harrison Nov. 9—8.00 a.m.
 Pres. Van Buren Nov. 23—8.00 a.m.
 Pres. Hayes Dec. 7—8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO VIA HONOLULU KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Cleveland Nov. 7—10.00 a.m.
 Pres. Pierce Nov. 21—10.00 a.m.
 Pres. Taft Dec. 5—10.00 a.m.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not bunks), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean seawater. Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

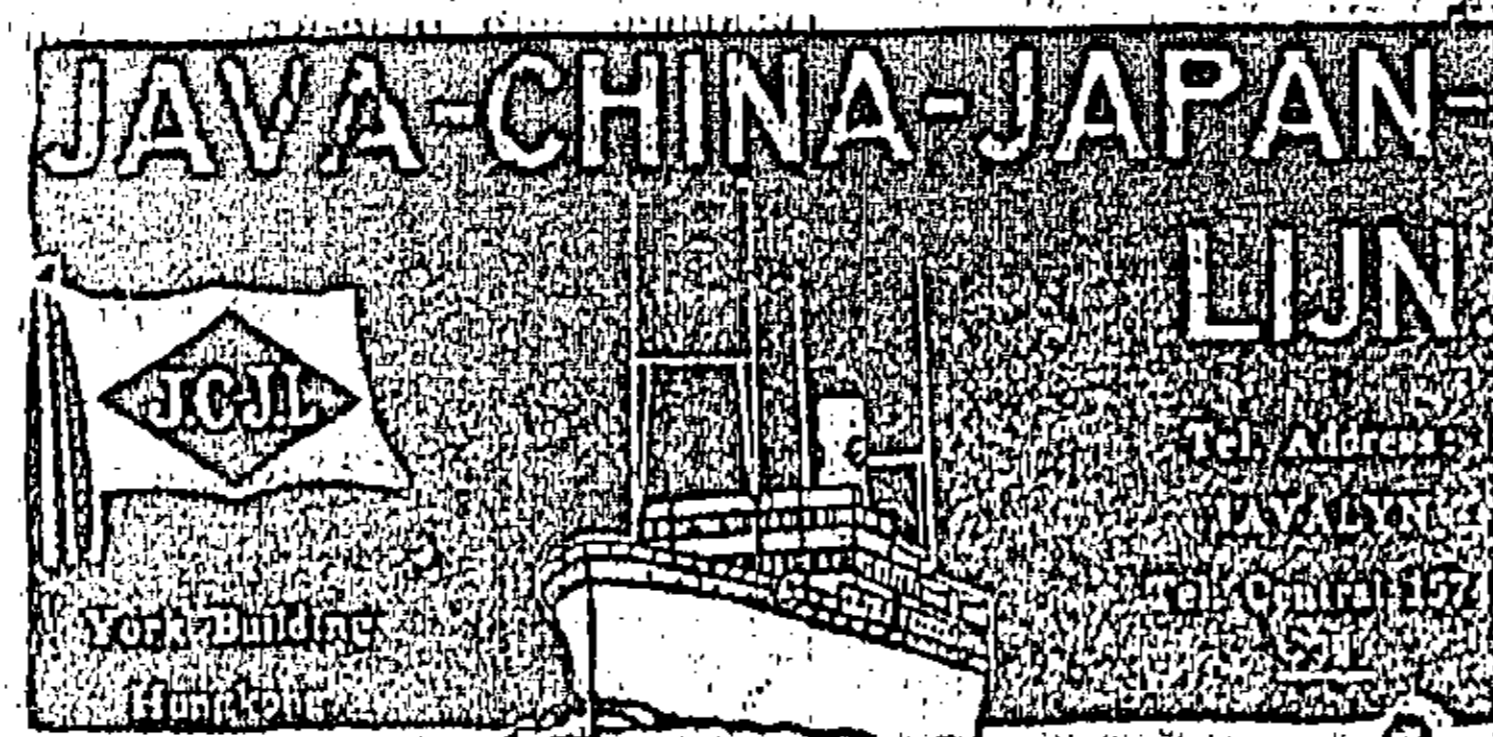
TO MANILA

Pres. Harrison Nov. 9—8.00 p.m.
 Pres. Pierce Nov. 12—2.00 p.m.
 Pres. Van Buren Nov. 3—8.00 p.m.

For passenger and freight rates, apply to

Dollar Steamship Line.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR.
 Telephone Central 2477, 2478 & 785.



REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tiltheboet	Java	9th Nov.	11th Nov.	S'hai N. China
Tisalak	N. China	10th Nov.	12th Nov.	Batavia
Tisondari	Batavia	14th Nov.	17th Nov.	Shanghai
Tisaroen	Shanghai	15th Nov.	18th Nov.	Batavia
Tisaroem	N. China	24th Nov.	26th Nov.	M'assar & Java
Tisondari	Shanghai	29th Nov.	2nd Dec.	Batavia

Via Macassar

Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of cabin passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For freight and passage apply to:-

Java-China-Japan Line.

HOME LEAVE

All those who are contemplating taking leave next year should register for accommodation without delay.

By early registration, the best available accommodation is at your disposal. Call at our Office or write for full particulars to:-

Thos. Cook & Son, Ltd.

12, Pedder Street, Hongkong. Head Office:—Berkley Street, Piccadilly, London, W. 1.

LECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers, Hongkong.
 Tel. Central 358.

P. T. FARRELL

Consulting Engineer

Manufacturers' Representative.

Agent for: Bunker's Crude Oil Engines

Marine, Stationary and Lighting.

King's Buildings, Top Floor.

Telephone C 4423. Telegraphic Address: "FARRELL."

CONSIGNEE NOTICES.

OCEAN STEAMSHIP CO. LTD.
 and
 CHINA MUTUAL STEAM

Consignees per Company's Steamer
 NAVIGATION CO. LTD.

"BELLEROPHON"

From UNITED KINGDOM via

SINGAPORE

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at the consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th Nov. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any claims and ready between the hours of 10.45 a.m. and 1.00 p.m. within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th November will be subject to rent.

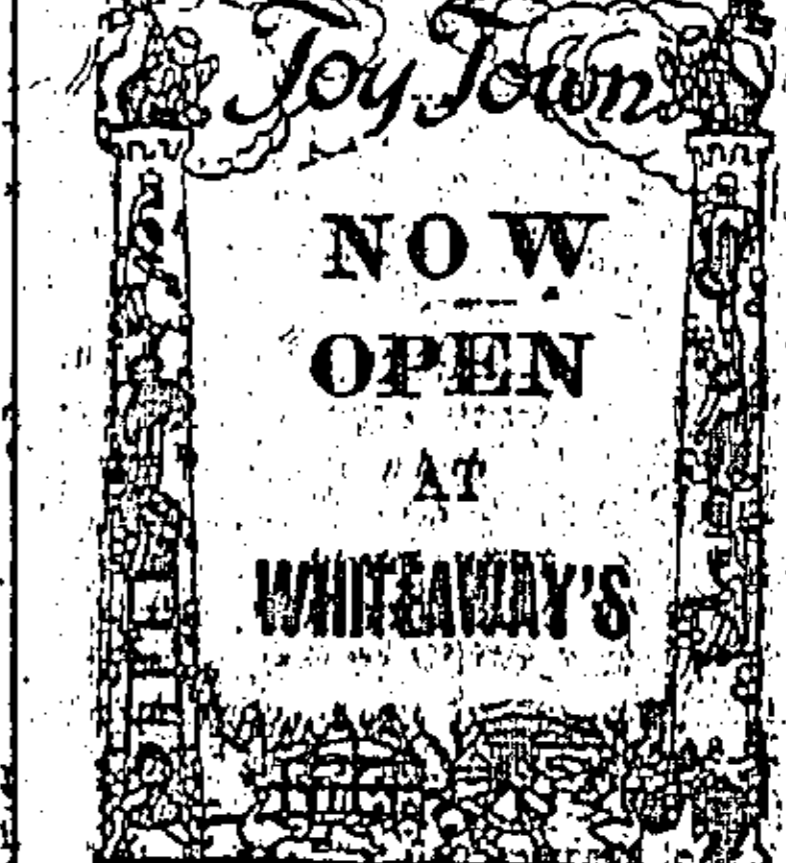
All claims against the Steamer must be presented to the undersigned on or before the 24th Nov. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, 4th November 1926.



SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAKKODOCK" HONGKONG.

TELEPHONE NO. 212

CALL FLAG: "C" OVER "ABC. PENTAGON."

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

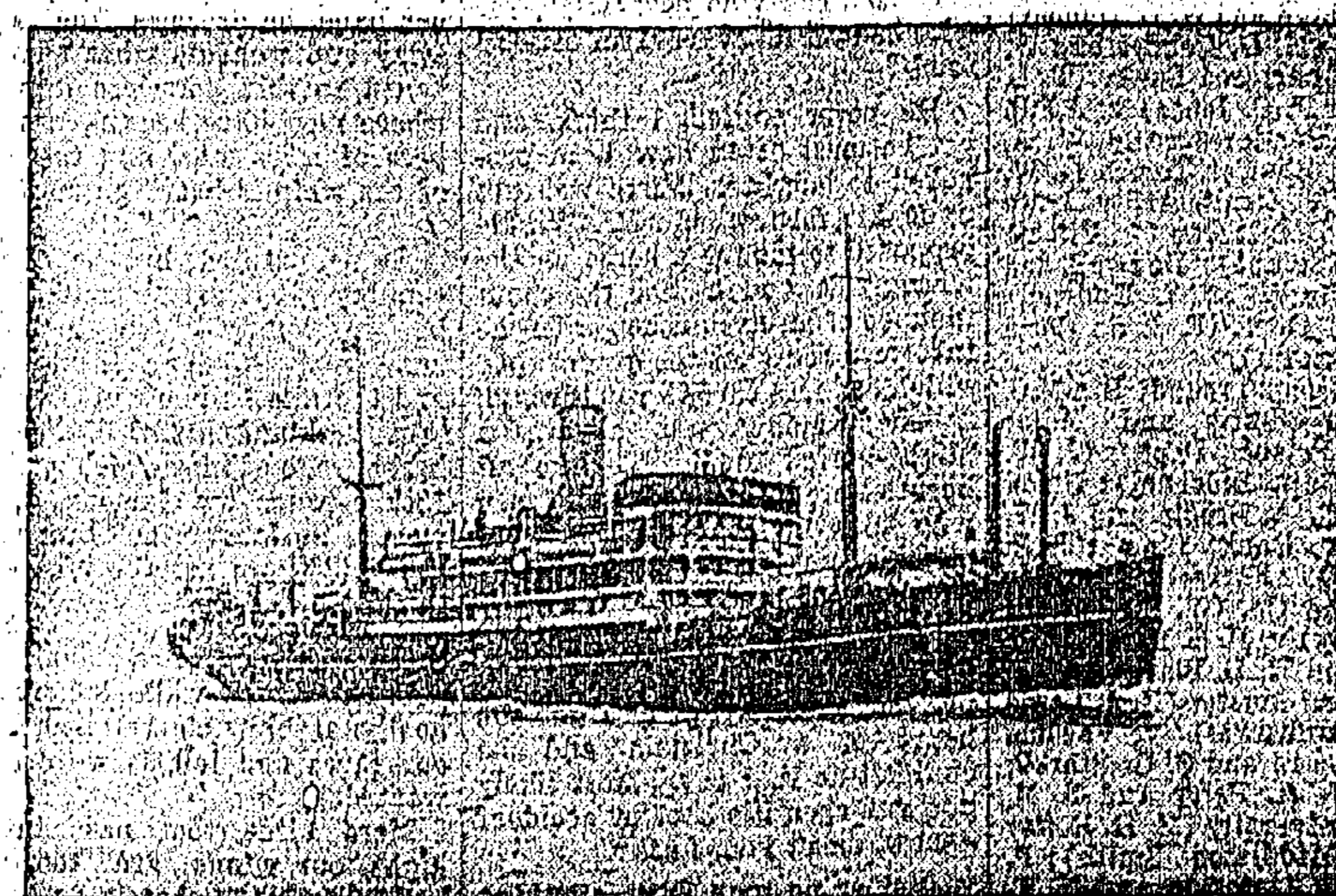
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Cods Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Manual.

Dock owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



S. S. "TAIPING"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO. Ltd. to the order of the AUSTRALIAN ORIENTAL LINE Ltd. for Australia-Hongkong Service.

For further particulars apply to the Chief Manager—

M. M. DYER & CO. MANILA, London, Dept. Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persia Gulf, Malabar, B. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
ALPORA	5,273	8 Nov. 10th.	Spore, Pang Obo & B'bay
MANTUA	10,902	13 Nov. noon.	Marseilles & London
DEVANHA	8,155	25th Nov.	Spore, Pang Obo & B'bay
KARMALA	9,138	27th Nov.	M'les, Casa Blanca, L'don
DELTA	8,097	9th Dec.	Spore, Pang Obo & B'bay
MACEDONIA	11,089	11th Dec.	Marseilles & London
NELLORE	6,852	23rd Dec.	Spore, Pang Obo & B'bay
KHIVA	9,135	25th Dec.	M'les, L'don & Antwerp
MIRZAPORE	6,718	3rd Jan.	M'les, L'don & Hamburg & Rotterdam
NYANZA	7,023	9th Jan.	Spore, Pang Obo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & Antwerp
DEVANHA	8,155	25th Jan.	Spore, Pang Obo & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Tyra, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	14th Nov.	Spore, Penang & Calcutta
TALAWA	10,000	23rd Nov.	Spore, Penang & Calcutta
TALAMBA	8,018	1st Dec.	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	2nd Dec.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	31st Dec.	Island, Townsville, B'bane.
ARAFURA	6,000	28th Jan.	Sydney and Melbourne.

*Calls at Kolambagan

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The P. & O. S. S. Co. Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on the following:
Frequent connections from Australia with the following:
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Services of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

DELTA	8,097	13th Nov.	Shanghai, Moji & Kobe
NELLORE	6,853	13th Nov.	Moji & Kobe
TALAMBA	8,018	14th Nov.	Kobe
KHIVA	9,135	22nd Nov.	Shanghai, Moji & Kobe
MACEDONIA	11,089	25th Nov.	Shanghai

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changie" & "Taping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.
Via MANILA, AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excursion & Motor Up to Date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

SHIP	Due Hongkong on or about	Sails from Hongkong on or about
TAIPEI	9th November	17th November
TAIPEI	10th December	17th December
TAIPEI	6th January	14th January
TAIPEI	8th February	15th February

Freight & Passage apply to—**BUTTERFIELD & SWIRE,**
Tel. C. 36. Agents.

THE AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE & ADELAIDE
via Manila, Hainan, Sandakan, Balikpapan & Rahaul.

S.S. "CALULU"

Sailing on or about 29th November, 1926.

For Freight and Particulars Apply to—

DODWELL & CO., LTD.

Agents.

Telephone No. Central 1080.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OLDEKERK	16th November.
Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.	
S.S. SMALOEER	26th November.
S.S. OLDEKERK	25th December.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LTN,

Tel. Central No. 1574

Agents, York Building



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHEIKO MARU ... Tuesday, 24th Nov.
SIBERIA MARU ... Monday, 29th Nov.
Omit Honolulu, Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, etc.
Angles Mexico & Panama.
ANCON MARU ... Friday, 26th Nov. 3rd Dec.
BORUYO MARU ... Friday, 17th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore & Port.
KAMO MARU ... Saturday, 6th Nov.
KATORI MARU ... Saturday, 20th Nov.
ATSUTA MARU ... Saturday, 4th Dec.

SYDNEY & MELBOURNE via Manila & Port.
MISHIMA MARU ... Wednesday, 24th Nov.
TANGO MARU ... Wednesday, 22nd Dec.

NEW YORK and/or BOSTON via PANAMA.
TSUYAMA MARU ... Friday, 12th Nov.
ATAGO MARU ... Monday, 29th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.
WAKASA MARU ... Sunday, 21st Nov.

BOMBAY via Singapore & Colombo.
AWA MARU ... Thursday, 11th Nov.
CALCUTTA via Singapore, Penang & Rangoon.

SEIYO MARU ... Tuesday, 9th Nov.
AKITA MARU ... Friday, 19th Nov.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Saturday, 20th Nov.

SHANGHAI, KOBE & YOKOHAMA.
GENOA MARU (Moji direct) ... Tuesday, 13th Nov.
HAKONE MARU ... Monday, 15th Nov.
TADAMA MARU ... Friday, 19th Nov.
SUWA MARU ... Monday, 29th Nov.

For further information apply to—**NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Depts.)

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

(AMERICAN & MANCHURIAN LINE)

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CAIRO" via Suez Canal 3rd December.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Aldrich, Weir & Co., London)

Sailing From Hongkong.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF PEKIN" ... 12th November.

For Marseilles, London, Hamburg, Dunkirk, & Harve.

S.S. "CITY OF TOKIO" ... 10th December.

For Marseilles, London, Hamburg, Harve.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Messel Bay & Capetown.
Through Bills of Lading issued to Boria, Oullimante, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or S.S. "City of Sparta" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.
For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENTARA	16th November.	CARMARTHENSHIRE	30th Nov
GARNARVONSHIRE	27th Nov.	L'don, R'dam & H'burg via Oran.	
GLENSHIEL	9th December.	GLENTARA	29th December
PEMBROKESHIRE	26th Dec.	L'don, R'dam & H'burg via Oran.	
GLENIFFER	6th January.	GLENSHIEL	26th January
GLENOGLE	20th January.	L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3666.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m.

Sailings from Canton: Daily, at 8 a.m.

ADDITIONAL SAILINGS.

S.S. "TAISHAN" will leave for Canton on

Thursday 2nd at 3 a.m. and from Canton at 3 p.m. same day.

Friday 3rd at 3 a.m. and from Canton at 3 p.m. same day.

Saturday 4th at 3 a.m. and from Canton at 3 p.m. same day.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily.

(Sundays: 9 A.M. only.)

FROM MACAO: 8 A.M. and 2 P.M. daily.

(Sundays: 4 P.M. only.)

SUNDAY EXCURSION.

On Sunday 7th November s.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" sails on or about 19th November.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO" Sails on or about 6th November.

S.S. "VENEZIA" Sails on or about 9th December.

M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

M.V. "REMO" Sails on or about 3rd Feb. 1927.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" Sails on or about 10th December.

S.S. "VENEZIA" Sails on or about 7th Jan. 1927.

M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMSINGA" Sails from Calcutta 31st Jan. 1927.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

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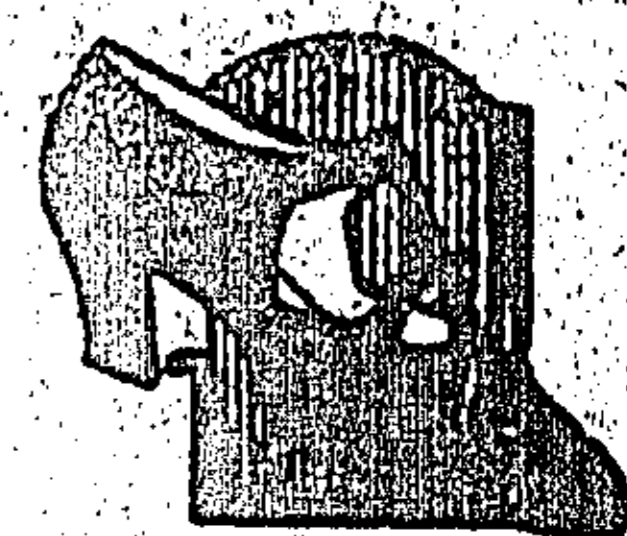
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SOLDIER PRINCE AT MANOEUVRES.



Prince Henry a Lieutenant in the 10th Hussars, who has been taking part in the Aldershot Army manoeuvres, is here seen at the head of his troop.

IMPERIAL
CONFERENCE.

IMPORTANT REPORTS
ADOPTED.

Rugby, Nov. 5.
Several reports were submitted by the economic Committee of the Imperial Conference and were approved by a meeting of the Conference at a brief session this morning.

These include a report on industrial standardisation within Empire, which states that the Committee was much impressed with the advantages that would accrue also to manufacturers and to buyers of goods to which the principle of standardisation was applied. It is recognised, however, not only that the principle of standardisation can be less advantageously applied in some industries than in others, but also that it is not one to be applied indiscriminately. In particular, the report points out that it is important to beware of a risk of impeding technical progress and to see that suitable provisions for adequate revision are not overlooked. A considerable amount of progress has been made within the Empire both in the extension of standardisation and in securing common standards, but the belief is expressed that much more could be done to the advantage of trade within the Empire and to our trade with the world at large. It is, therefore, recommended to the several governments of the Empire that they should take steps to promote the further development of standardisation and should arrange for the exchange of information with other parts of the Empire, and that when common standards are possible and mutually advantageous they should co-operate with other parts of the Empire in regard thereto.

The report on wool statistics was approved by the Conference and contained the following resolution: "The Imperial Conference is impressed by the need for more complete, more uniform and more prompt statistics regarding the production, stocks and consumption of wool throughout the world and recommends that such steps as are found to be most suitable should be taken to secure the co-operation of foreign countries in this matter, and further, that the Governments of the Empire should consider the adoption of such measures as are necessary and feasible to secure the provision and publication of such statistics, provided that the foreign countries materially concerned, either as producers or consumers, are prepared to take similar action."

A further report approved by the Conference contained a resolution in the following terms: "This Conference is impressed by the need for international statistics of foodstuffs held in cold storage, and recommends that suitable steps should be taken to obtain the co-operation of foreign countries in securing the compilation and prompt publication of such international statistics."—British Wire-
less.

A meerschaum pipe at \$100, a hookah of beaten gold and silver for cigars or cigarettes at \$150, and modest-looking briars at 10s., were among the exhibits at the Manchester Tobacco Exhibition.

WAR OPERATIONS IN
FUKIEN.

RUSSIAN GUNS AND THE
SOUTHERNERS.

FOOCHOW THE OBJECTIVE.

A report from Amoy states that on the investment of Cheung Chow by the Nationalist Army becoming more intense; the Fukien forces, defending the city realised that their position was untenable, owing to the fact that the Nationalist Army was employing long-range heavy artillery against the city. These guns arrived at Swatow some time ago by one of the Soviet steamers.

In consequence of the pressure, Chang Ye retreated to Tung On, where he has established his new headquarters, with the Kong Tung bridge as the first line of defence and Kuen-Hon as the second line of defence. It is added the People's Army, under Tu Hsue-wan, has taken possession of the city, pending the arrival of the Nationalist forces, which are expected hourly.

It is also stated that the main forces of the Nationalists are at Shuang Hang and Yung Ting, and that various units have crossed the Kiangsi frontier, and taken up points so as to come into touch with General Ho Ying-yun's main force, when a general advance will be made with Foochow as the objective.

Notice of appeal was given at the North London Police Court on behalf of David Taylor, formerly a Lieutenant-commander, R.N., of Glenelg Road, Blackheath, who was recently fined £20 for being drunk while in charge of a motor-car.

The text of the Anglo-Dutch Agreement of June 19, 1926, providing for the inspection and sanitary control of pilgrims for Mecca at Kamaran Island in the Red Sea, which is under the civil administration of the Government of India has been published.

FLAPPER FANNY SAYS



Rouge makes many men see red.

MINERS AND
SHAKESPEARE.

FORTHCOMING FESTIVAL AT
BOCHUM.

A typical industrial centre in Europe, the mining town of Bochum, in Westphalia, a place one might have supposed to be devoid of literary and spiritual culture, has arranged to give, next spring, a Shakespeare festival on a scale that will appeal not only to scholars all over Germany, but also visitors from England and America. All these may be assured (Dr. Hans Hecht, Professor of English at the University of Göttingen and a member of the German Shakespeare Society, recently told a representative of the Observer) of a hearty welcome and liberal hospitality.

Bochum has a population of about 250,000. There is no university near it, and it contains only two classes of inhabitants, the workmen in the mines and factories and the proprietors of the mines and works. "The interesting thing to me is," Professor Hecht said, "that the festival is to be given in just this part of the country, in the midst of a population which is not, as a whole, literary in the academic sense of the word, and not in one of the university or metropolitan cities." Bochum has, however, in Dr. S. Schmitt, a theatre manager, or 'intendant,' as we call him, who is, considered one of the very best and most gifted producers in Germany. A very enterprising man, as you see, very energetic, and full of enthusiasm in his endeavours to get the great dramas continuously performed.

"The whole cycle of the Histories from 'King John' to 'Henry VIII.' is to be given in the Whit-sun week next spring—and given on a scale I do not remember having seen anywhere in my lifetime. Four years of intensive preparations have been already devoted to the festival, and the German Shakespeare Society have formed a committee to supplement Dr. Schmitt's work with lectures by well-known authorities, which will be given every morning during the festival week.

"The decoration and stage lighting of the plays will have a symbolic value, and it is the intention, I believe, to perform the plays continuously, with just one stage setting and very little alteration between the acts and scenes.

"What does the mining population think about a festival that is going to appeal rather specially to the world of literature and the drama?" Professor Hecht was asked.

"Their interest, Dr. Schmitt tells me," he said, "is tremendous, astonishing. And which of the plays do you think has interested them most? You will say, perhaps, 'Henry IV.' with Falstaff, or 'Henry V.' with its appeal to patriotism. But, no; the play that has made the greatest impression on the miners is 'Richard II.' They like the Falstaff plays less because, perhaps, they see so much realistic life about them. It is just that remoteness of 'Richard II.' that unfortunately and rather weak King, who has impressed them, and the tinge of sentimentality in the play as well as certain superabundance of poetic diction."

The King of Rumania has successfully undergone a slight operation at the Castle of Sinaia.

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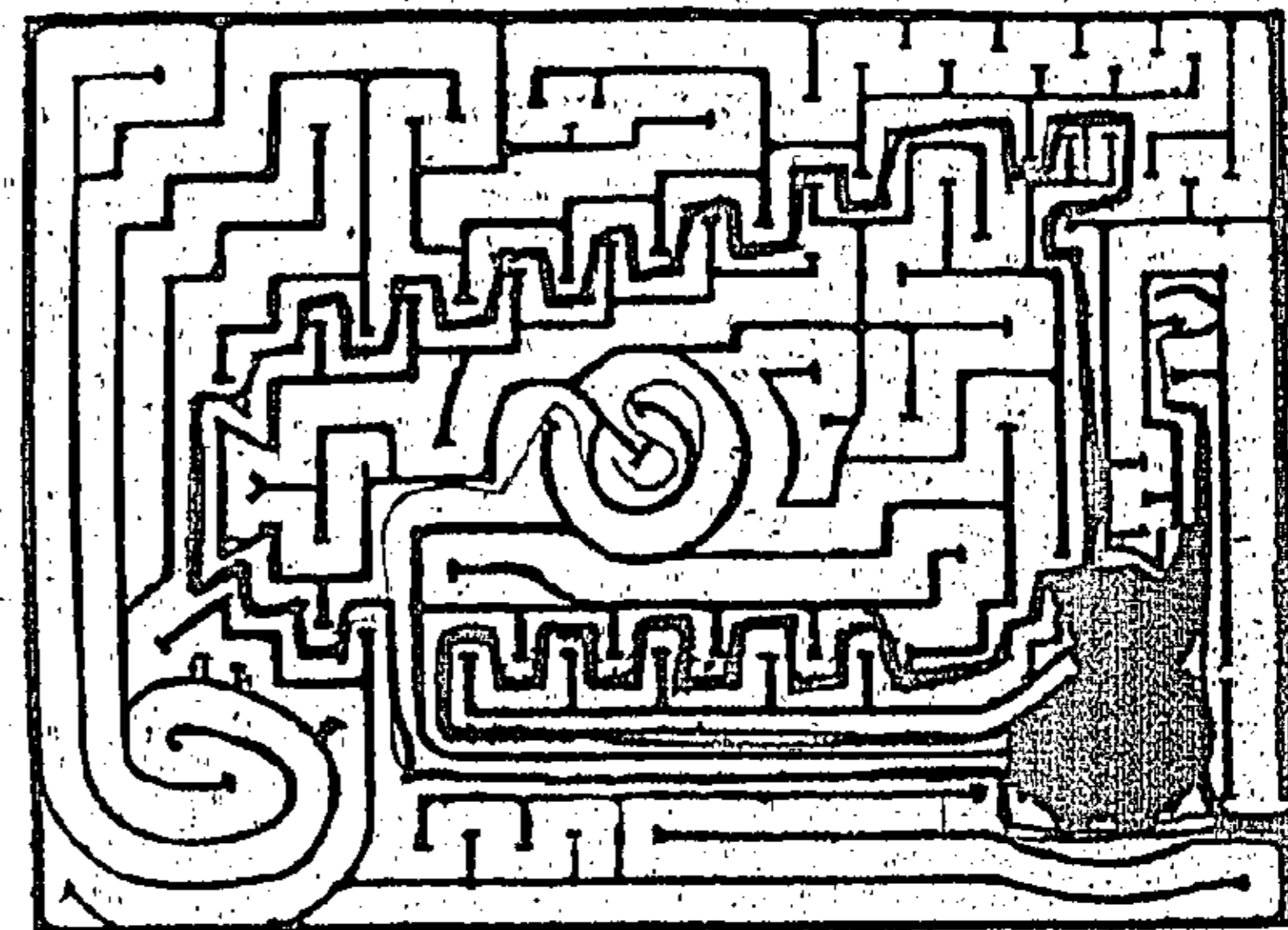
will be in attendance

with all the latest Jazz Music

Ladies are cordially invited.

THE MYSTIC MAZE

By WALTER B. GIBSON



There is only one entrance to this day's mystic maze

Start there with a pencil and try to find your way in and out among the network of passageways.

There is only one correct course through the maze.

When you have discovered it you will find that it forms the outline of a picture. Fill in the outline with pencil and you will have a clear silhouette.

Today's hidden picture is one that has something to do with pictures, as you will observe when you have found it.



Last Saturday's picture—The Chinese Boy.

DANCING IN VIENNA.

PROBLEMS OF THE
INSTRUCTOR.

Vienna, Sept. 22.—The greater part of Vienna's population likes to dance, and learns the new steps in addition to the famous Viennese waltzes; but, all the same, the professional dancing teachers of Vienna are having a rather difficult time.

The difficulties are double-edged. On the one hand, the teachers are beset by municipal tax-collectors, who work for a Socialist city administration that does not favour amusements of a bourgeois nature, such as balls. In well-ventilated dance-halls are considered to be such as balls. On the other hand, they are compelled to face unfair competition

of unattached youths and maidens who, wishing to dance without having the money to pay for their pleasure, offer themselves as partners at dance-halls to those of the opposite sex who are willing to pay. One finds every night in the Vienna dancing halls young men teaching mothers, and even grandmothers, the latest Charleston step, with girls in equal numbers helping the fathers to forget their business worries. "Eintänzer" and "Eintänzerin," respectively are the German words used to describe these unofficial instructors. The police occasionally take steps to put them out of business, but not with very great success.

Among dances for the Vienna winter season the Charleston will be found in a modified form, but the shimmy, the tango, the Boston, and the Blues will continue to hold their own.